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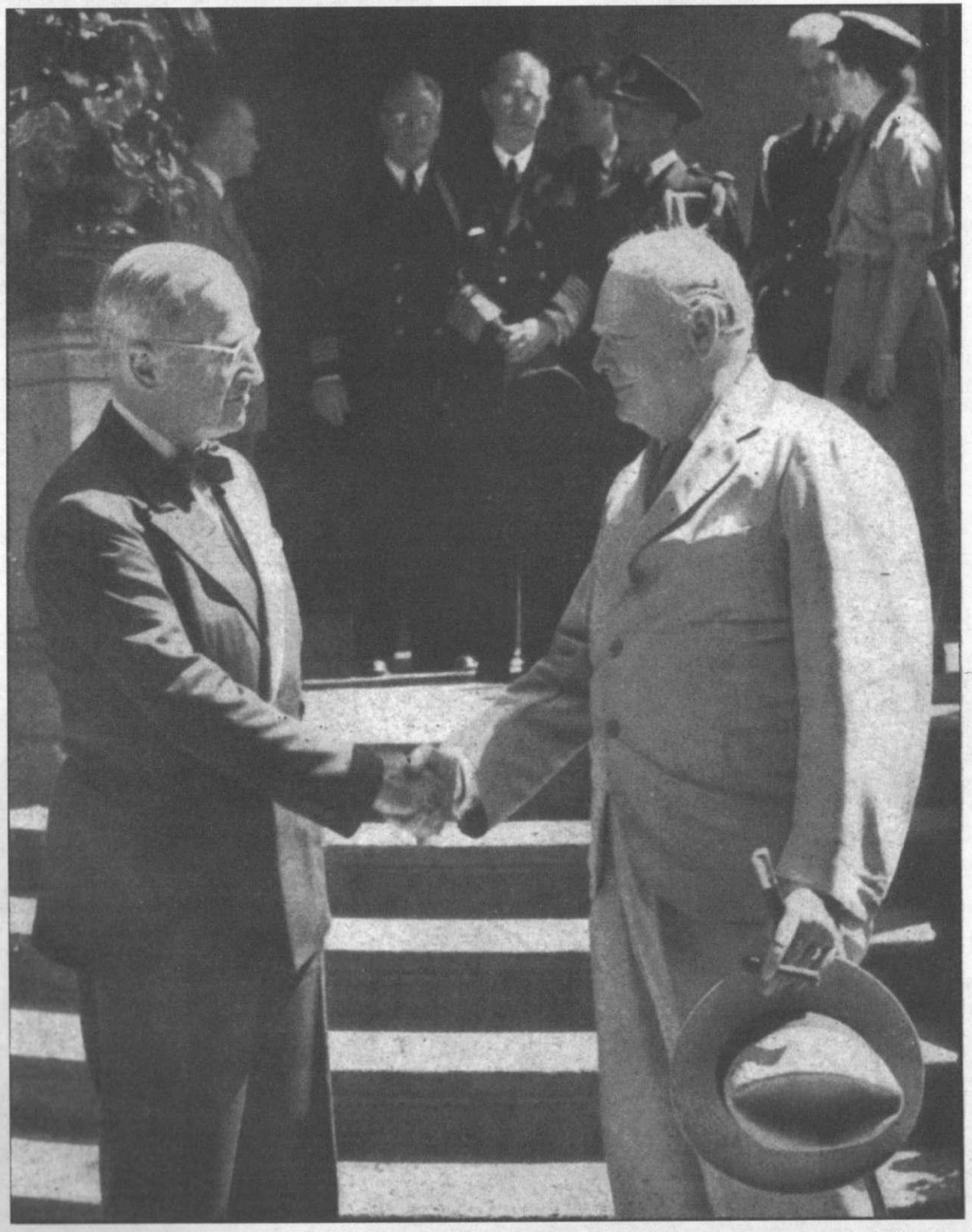
SIXPENCE Edited by Sir John Hammerton AUGUST 17, 1945



**WARM HANDSHAKE BETWEEN PREMIER AND PRESIDENT** as Mr. Winston Churchill called on President Truman at the latter's headquarters on the eve of the Big Three conference which opened at Potsdam on July 17, 1945. It was their first meeting since Mr. Truman succeeded Mr. Roosevelt as President of the United States. When the conference opened Mr. Truman was invited to preside over the meetings ; preliminary discussions had been held between the British, U.S. and Soviet Chiefs of Staff. *Photo, British Official*

NO. 214 WILL BE PUBLISHED FRIDAY, AUGUST 31

# Here Life and Death are Divided by a Hairbreadth

**SMOKE AND BLINDING FLAME** burst from a British Pacific Fleet carrier (1) hit by Jap suicide planes; but within three hours she was made operational again. Petrol tank of his Corsair was ablaze as Naval Air Arm pilot Cmdr. F. Charlton landed on another carrier (2); by a miracle both he and his aircraft were saved. A Walrus amphibian swooped under fire from Jap coastal batteries to rescue the shot-down pilot of an Avenger: the fortunate airman is seen (3) being helped out of the Walrus on the deck of his carrier.



*Photos, British Official*

# With Our Armies Today

By MAJ.-GENERAL
SIR CHARLES GWYNN
K.C.B., D.S.O.

THE Japanese who crossed to the west bank of the lower Sittang River, in Burma, and threatened an offensive on a considerable scale, retain their bridge-head positions but have made no further progress. No co-ordinated offensive, in fact, has been attempted, although local attacks in some strength have been made, especially at night. During a temporary break in the monsoon, in the course of which floods subsided, our troops resumed the offensive on a limited scale and recovered some points which had been evacuated, chiefly owing to the difficulty of maintaining supplies.

Since then, a recurrence of monsoon rains has brought operations to a standstill. It now seems that the object of the Japanese was to cause a diversion which would induce us to concentrate in this area and thus afford their troops marooned in the Pegu Yomas (now believed to have numbered 10,000) a better chance of breaking through our thinly-held line of posts along the Mandalay railway farther north, rather than to open a corridor for their escape. Although our dispositions have not been modified materially the attempt to break through or filter through the railway cordon has in fact been made, and some 5,000 Japanese appear to have penetrated our line of posts in the neighbourhood of Pyu. A few may have reached and crossed the Sittang on rafts; but the majority are trapped between the railway and the river, where they are still under fire of guns and air attack as they seek shelter in villages or on ground above water level.

THE crossing of the Sittang, in flood and flowing at 15 miles an hour, is very difficult and probably impossible as an organized operation, even though the Japanese on the east bank have the advantage of observation from higher ground. The condition of the Japanese attempting to escape is very bad; they have little ammunition or food and are suffering from malaria and hunger. The number that finally escapes across the river is therefore likely to be small and of little importance. On the whole the attempt, clearly made in desperation, has only hastened the end of the trapped force, for over 5,000 have been killed either after breaking through or trying to pass the cordon.

Progress in Borneo has been steady, although not very rapid. One of the smaller oilfields in the Balikpapan area has been captured, but the Japanese still hold the main fields. From the latest reports it appears that the Australians on Bougainville are in a fair way to complete their laborious and difficult task. The main Japanese force has been driven into its base at Buin at the south end of the island, against which the Australians will have opportunities of employing the more powerful weapons they now possess.

### ROOM for Deployment for Major Invasion Is Not Yet Available

Air and naval attacks on the Japanese home islands and on their sea communications increase in intensity, and part of the air force employed in Europe has come into action in the east. It is doubtful, however, whether sufficient bases for the whole force which will become available have as yet been secured. It is certain that sufficient room for the deployment of the land forces required for a major invasion is not yet available, nor have jumping-off points for an invading armada near enough to the probable objectives of a large scale operation yet been obtained. Unless a prolonged period of calm weather could be relied on—and that will not be the case until the winter—a shorter passage for landing would appear to be essential.

The Japanese policy of non-resistance to mounting air and naval attacks continues to be a surprising feature of the war, and must be taken as a sign that Japan's hopes are centred on being able to repel actual invasion or to make it prohibitively costly. There is certainly no indication as yet that she is contemplating unconditional surrender, however anxious she may be to come to more acceptable terms.

With the war in Europe over and with the practical certainty that the San Francisco Charter will be ratified, it is not surprising that already the future strength and organization of our fighting Services is becoming a subject for speculation. It is, of course, obvious that fundamental changes in our outlook will be necessary, and that it will not suffice to revert to our pre-war organization, merely increasing the numerical strength of its components and arming them up to modern standards in order to prevent a recurrence of the condition we were in six years ago. It would be rash and premature to attempt as yet to form definite conclusions as to our requirements and the shape they should take, for we are far from knowing our future commitments.

WE must still be inclined to judge our requirements by wartime rather than peacetime conditions, and there is perhaps more danger of our embarking on over-ambitious security plans, which might become so burdensome as to lead to reaction, than of our setting standards too low in the first instance. It will not be easy to balance our commitments and security measures against the financial and service burdens we are willing to accept. It is perhaps fortunate that this time there will be no sudden transition from war to peace; for so long as the Japanese war may drag on and we have to maintain a considerable army in occupation in Europe, normal peace conditions will not be established.

In 1919 the change-over was sudden; our Army of Occupation soon became little more than a token force, and certain commitments accepted in the aftermath period were dealt with by *ad hoc* expedients. We and the French soon settled down to thinking in terms purely of defence. Our Expeditionary Force practically ceased to exist and the French produced the Maginot Line for security. We have to some extent learnt our lesson; the occupation of Germany is real and at San Francisco the necessity of providing offensive forces to deal with aggression has been recognized. The existence of such an organization as was outlined at San Francisco would, of course, act as a powerful deterrent, but I have a feeling, though I may be wrong, that the conference intended that the organization should be brought into action only in case of overt aggression, rather than in preventive action.

### DEFENCE Against Surprise Use of Enemy's Secret Weapons

The greater may be thought to include the less and that preventive action is not ruled out; but I think there is a distinction between the two conceptions which would affect the strength and composition and state of readiness of an international police force. The new weapons which German inventive genius has devised have obviously made prompt preventive action much more necessary than formerly, and prevention rather than capacity to punish aggression should be the aim.

**U.S. MARINES INVADING THEYA SHIMA collected a cartload of young goats, which was being drawn by a sturdy bullock, after the island had fallen without opposition from the Japs. Theya Shima is 15 miles from Okinawa, which is the largest of the Ryukyu Islands and—far from falling easily to the Americans—was the scene of the bloodiest Pacific fighting (see pages 202-203.)**

There is a school of thought which believes that air power should be the main constituent in an international force, and no doubt the possibility of being attacked from the air would be a powerful deterrent to aggression. But air power is not a suitable instrument for preventive action. Unless used in very great strength it, as far as experience goes, cannot decisively interrupt preparations for war. Moreover, there would probably be hesitation in using an instrument which causes great losses to non-combatants.

ON the other hand, an army promptly used to occupy enemy territory might effect its preventive object without firing a shot, although in case of resistance it would have to be supported by every means available. Clearly, occupation of territory affords the most effective way of breaking up preparations for war and, incidentally, of providing defence against the surprise use of the enemy's secret weapons. This does not mean that the air and naval components of the International Force should be neglected, but that armies are most suitable for preventive action, and should be in a state of readiness.

# Defeats Pile Up Steadily for Mikado's Myrmidons

**MORTAR BOMBS,** from which these Australian troops (1) are taking cover, were used extensively in the Japanese defence of Borneo. By mid-July 1945, with all primary objectives in their hands, the 9th Australian Division had begun to clear the enemy from the productive hinterland of the north-east.

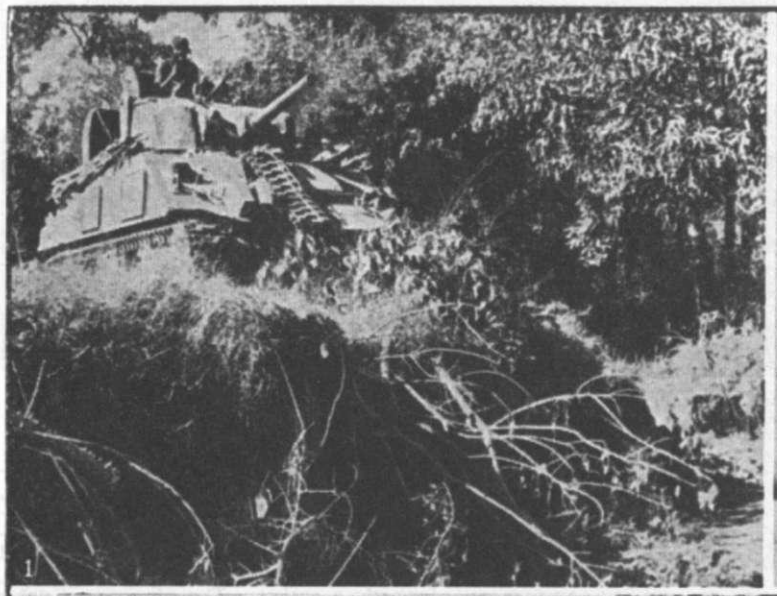
On Tarakan Island, off Borneo, this Japanese 7·5-cm. coastal gun (2) was captured. Although a Krupp product of 1913, it could still throw a shell, and its captors proceeded to use it, with excellent effect. See also page 130 and map in page 131.

Clearing up in the Tarakan area after the month's campaign which ended Japanese resistance there in June 1945, troops seized this abandoned dump (3) of enemy naval equipment, consisting of a small type of paravane and spherical mines.

*Photos, Australian Official and Paul Popper*

**DURING THE LANDINGS** on Labuan (see page 162) Australian artillerymen took equipment ashore from landing-craft (4) in readiness to support advancing infantry with their famous 25-pounders, which in duels have proved too much for Japanese guns. The magnificent harbour of Brunei Bay is now in Australian hands.

# Our 'Scissors' Bridging-Tank at Work in Burma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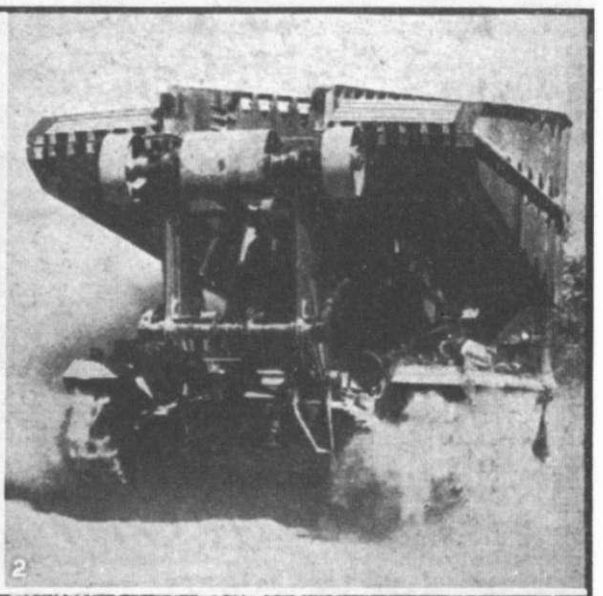
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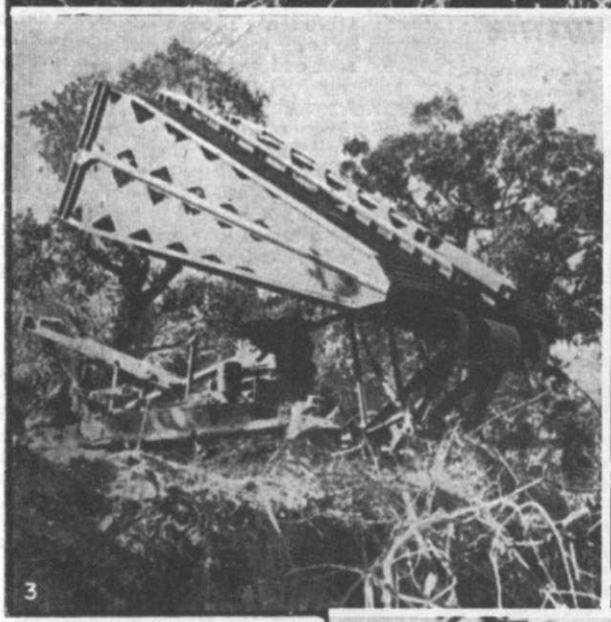
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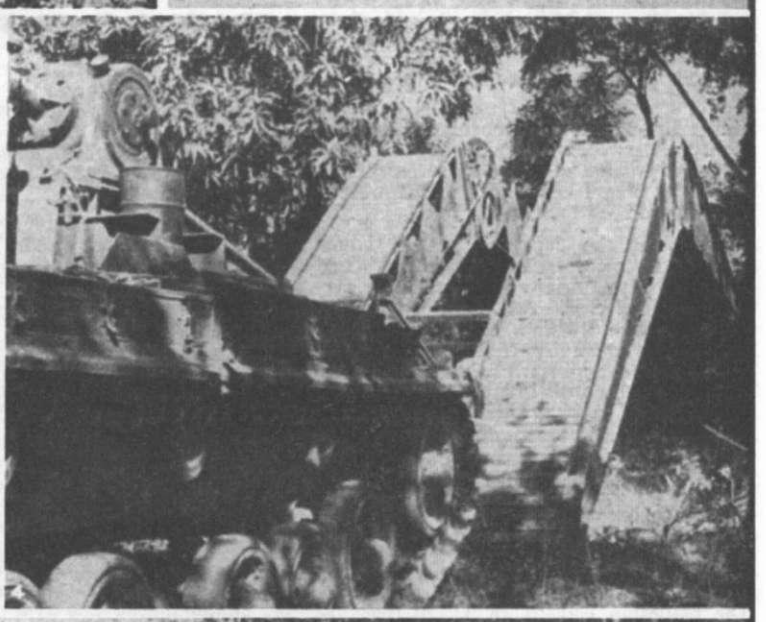

**HELD UP BY GULLIES,** watercourses or cratered roads, our armour during operations on the Continent proved the tremendous time-and-life-saving value of bridge-laying tanks, which until June 1945 were on the Secret List. They can be carried in landing craft, to go into action with the assault wave, enabling other tanks to deploy and fight quickly.

Among them, now operating on the Burma fronts—and demonstrating to the Japanese that the reliance they hitherto placed on natural ground defences is largely nullified—is the scissors type: so-called because the bridge is carried folded on the top of the tank which lays it. Mechanism within the tank unfolds the bridge and lowers it across the gap.

A Sherman tank halted by a steep-banked watercourse (1) radios back for a scissors bridge. The bridging-tank sets off at speed in answer to the call (2). Arriving at the obstacle, the crew set in motion the apparatus which proceeds to "throw" the bridge (3). The two halves are opening out (4), "feeling" for the opposite bank. The operation completed (5), the Sherman continues its pursuit of the enemy; the bridging tank has departed for its base to pick up another bridge in readiness for the next urgent call.

See also illus. in page 237.

*Photos, Indian Official*

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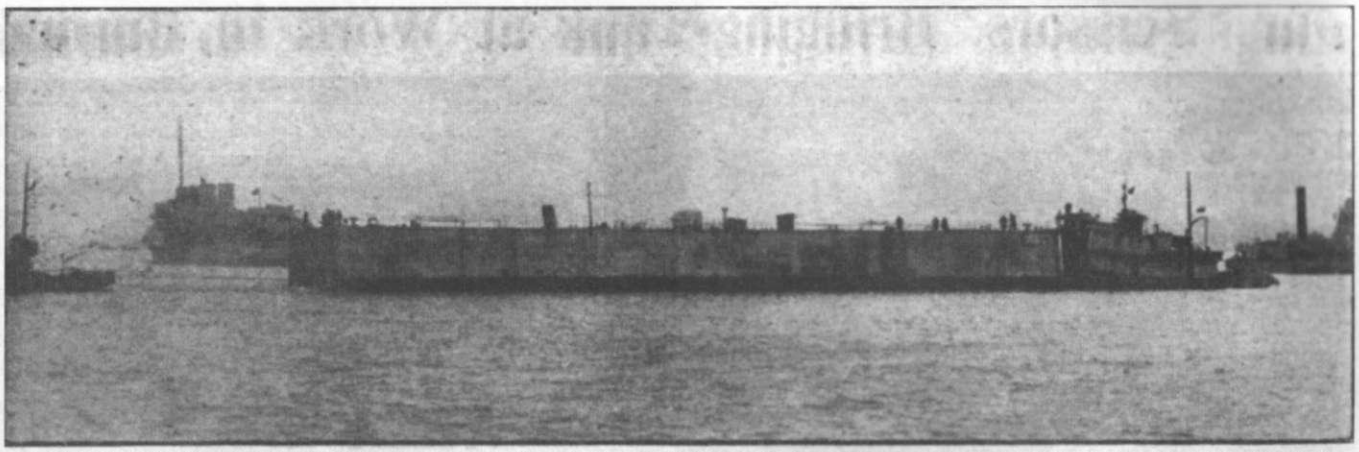


**HOSPITAL FOR INVASION BARGES** is a floating dock, part of which is here being towed to a new berth at Southampton. Equipped with workshops it repairs damaged craft, which enter when the dock is lowered in the water by the process of pumping its ballast tanks full; door in the stern is then closed, tanks emptied, and the barges rest on the dry "floor." At left background is the troopship Capetown Castle, about to be reconverted to a peacetime liner, its long and honourable war service now ended. *Photo, Planet News*

# With Our Navies Today

**By FRANCIS E. McMURTRIE**

How long can Japan stand the strain of incessant bombing, supplemented by naval bombardments of vital points? In some quarters it is thought that the end of resistance is near; but there is at least as much support for the view that the war is likely to drag on into 1946. It is possible that Japan's rulers will wait to see whether the Soviet Government will add its weight to the forces arrayed against them. This might provide an excuse for surrendering without "losing face," as the odds would thereby have been increased.

At present the Japanese possess large resources in men, munitions and supplies in China, Manchuria and Korea, so far virtually unaffected. All these would be jeopardized by a Russian declaration of war. Yet there is something to be said for the wisdom of giving in while none of these resources has been dissipated. It is improbable, however, that the Oriental mind would see the situation in that light.

### JAPAN'S Most Powerful Battleship Heavily Hit in the Superstructure

In attacks by carrier-borne aircraft of the Allied Fleets, the enemy naval bases at Kure and Yokosuka have suffered severely. The latter port, which is in Tokyo Bay, below Yokohama, was heavily bombed on July 18. The battleship Nagato, of 32,720 tons, the most powerful remaining unit of the Japanese fleet, received a heavy hit in the superstructure. A destroyer, seven motor torpedo boats, a cable-laying vessel and three small cargo ships were sunk, and two destroyers were damaged.

Kure was attacked by British and American aircraft of the Third Fleet on July 24. The battleship Hyuga, of 29,990 tons, which has been partially reconstructed with a flight deck aft, was damaged, as were the new aircraft carrier Amagi, two cruisers and a destroyer. Less serious damage was inflicted on the battleships Haruna, 29,330 tons, and Ise (sister ship of the Hyuga), the fleet aircraft carrier Katuragi, the escort carrier Kaiyo, the training carrier Hosyo, the heavy cruiser Aoba, a light cruiser, a coast defence ship, three destroyers, a gunboat and a midget submarine. In addition, an escort aircraft carrier is believed to have been sunk.

At this rate it would seem as though complete extermination of the Japanese fleet will not be long delayed. It will be recalled that similar reports were coming in concerning the surviving German warships shortly before the surrender of Dönitz. While it does not follow that the Japanese will imitate the Germans in this respect, it is obvious that their defences are becoming very weak, or it would not have been possible to cause such havoc in a big naval base like Kure, situated in a well-protected position in the Inland Sea. Most of the bombardments which the Allied Fleets have so far carried out have been undertaken at night. In such circumstances it is not possible to ensure hitting every target; but by smothering an area with hundreds of shells, very great destruction can be done, as seems to have been the case at Kamaishi and Muroran, both important steel production centres, and in the Hitachi area, where copper is smelted. Large fires were caused and plant left in ruins.

Battleships of the King George V class, mounting 14-in. guns, (including that ship herself, which wears the flag of Vice-Admiral Sir Bernard Rawlings) and of the U.S. Iowa and South Dakota classes, mounting 16-in. guns, were the principal units taking part in these bombardments. Little or no opposition appears to have been offered by the enemy, either from shore batteries, aircraft or submarines. It has not been reported whether or not minefields were encountered, but it may be assumed that minesweepers swept the bombardment area as a precaution.

### MINORITY of Allied Escort Vessels Will be Needed Now in the Pacific

Now that the Battle of the Atlantic is a thing of the past, many of the escort vessels which played an important part in winning it have become redundant. Moreover, as demobilization proceeds, there will not be enough personnel to man them all; and only a minority will be needed in the Pacific, where Japanese submarines have failed to operate against Allied shipping with any effect. Already it is reported that the Royal Canadian Navy has placed some 70 of its 112 corvettes on the disposal list. Probably a majority of the older corvettes of the Royal Navy, particularly those of the early "Flower" type, which bore the brunt of the work in 1940–42, will soon be joining them. Obsolete ships of designs dating from the last war, such as V and W class destroyers, and the remaining flush deck destroyers taken over from the United States Navy in September 1940, will also be paid off and prepared for scrapping in the near future.

There are also a certain number of larger ships which, in the normal course, would have been discarded by this time had not war intervened. These include the old battleships Revenge, Resolution and Ramillies, of 29,150 tons, the cruisers Frobisher, Hawkins, Dauntless, Delhi, Despatch, Diomede, Ceres, Cardiff, Caradoc, Carlisle, Colombo, Caledon and Capetown; and the repair ship Vindictive, formerly a cruiser. Though some of these may still be used, for a time, for subsidiary purposes, such as training, all must ultimately be consigned to the scrapheap, since it is uneconomical to spend large sums every year on the upkeep of obsolete vessels, to say nothing of the folly of locking up personnel in ships which could not be expected to fight effectively under modern conditions. Another ship which will not be kept in service much longer is the Furious, our first fleet aircraft carrier. Quite recently Mr. A. V. Alexander disclosed that this ship had been removed from the effective list.

### RESPECTABLE-SIZED Fleet to be on the Sale List Before Long

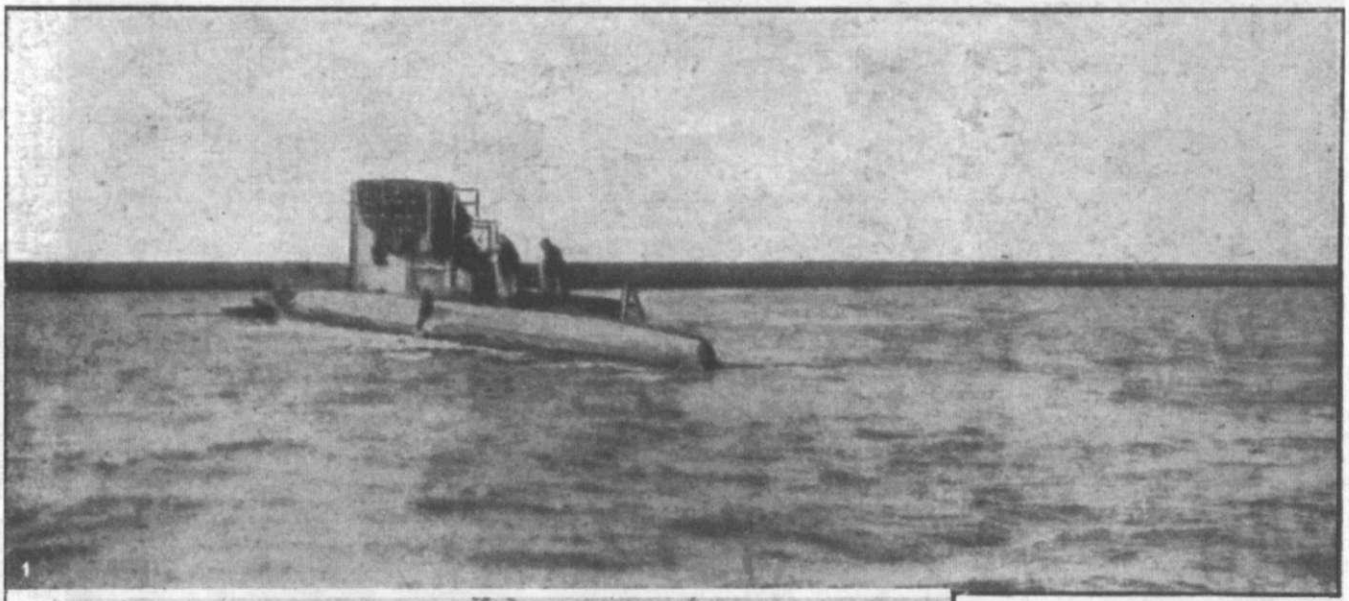
There must be fully 70 of the old destroyers already mentioned, a dozen or more submarines, and a number of small craft of all descriptions, which may be expected to come on to the sale list before long. Thus quite a respectable little fleet, superior to the navies of some minor Powers, will be in the market, though doubtless on condition that the purchasers break the ships up and do not use them for war purposes.

H.M.S. Renown, in which the King met President Truman at Plymouth, might also come into the above category were it not for the fact that she was completely rebuilt a short time before the outbreak of the war. Originally she was to have been a battleship of the same type as the Revenge, but plans were recast and she was completed in 1916 as a battle cruiser of high speed with a displacement of 32,000 tons. She saw comparatively little service in the last war, as her protection was considered inadequate, causing her to be sent into dockyard hands for additional armour to be fitted.

In 1920 she took the Prince of Wales to the U.S., Australia and New Zealand. A year later she was called upon to convey H.R.H. to India and Japan. Yet another honour was bestowed on the ship when she carried our present King and Queen (then the Duke and Duchess of York) to Australia in 1927. Some anxiety was caused while crossing the Indian Ocean by the outbreak of an oil fuel fire, but this was subdued before it could spread.

In the present war the Renown has taken part in the hunting of the Admiral Graf Spee, in 1939, and of the Bismarck, in 1941. She was in action with the Scharnhorst and Gneisenau off the coast of Norway and with the Italian fleet off Sardinia. Last year she was operating with the Eastern Fleet.

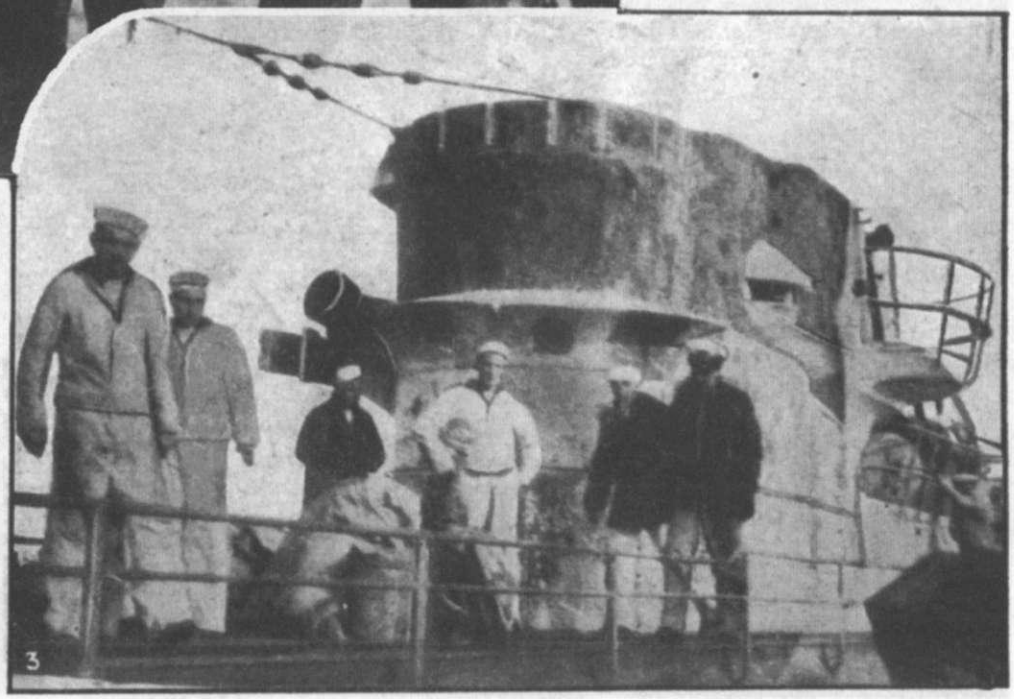
# Long Overdue U-Boat Takes Secret to Argentina



MYSTERY OF THE U530 revived many rumours as to the ultimate fate of high Nazi personalities, including Hitler himself. The Argentine Minister of Marine stated that investigations showed that no German politician or military officer was on board when the U530 arrived at Mar del Plata, and no one had reached the Argentine coast from the submarine before her surrender. But still her last voyage was shrouded in mystery.

According to Captain Otto Wermoutt, the vessel last sailed from a German port on February 19, 1945, operating off the Norwegian coast until March 13, after which she was cruising in the North Atlantic. On her arrival at Mar del Plata the submarine was short of fuel, but had enough food. If, as her captain stated, she had been on patrol for four months, she must have been obtaining supplies from somewhere, or had been lying concealed in harbour for part of the time.

For some weeks after the surrender of U530. unconfirmed reports from South America continued to tell of the sighting of one or more submarines near the mouth of the River Plate, and of the landing of mysterious personages in rubber boats on the coast of Patagonia.

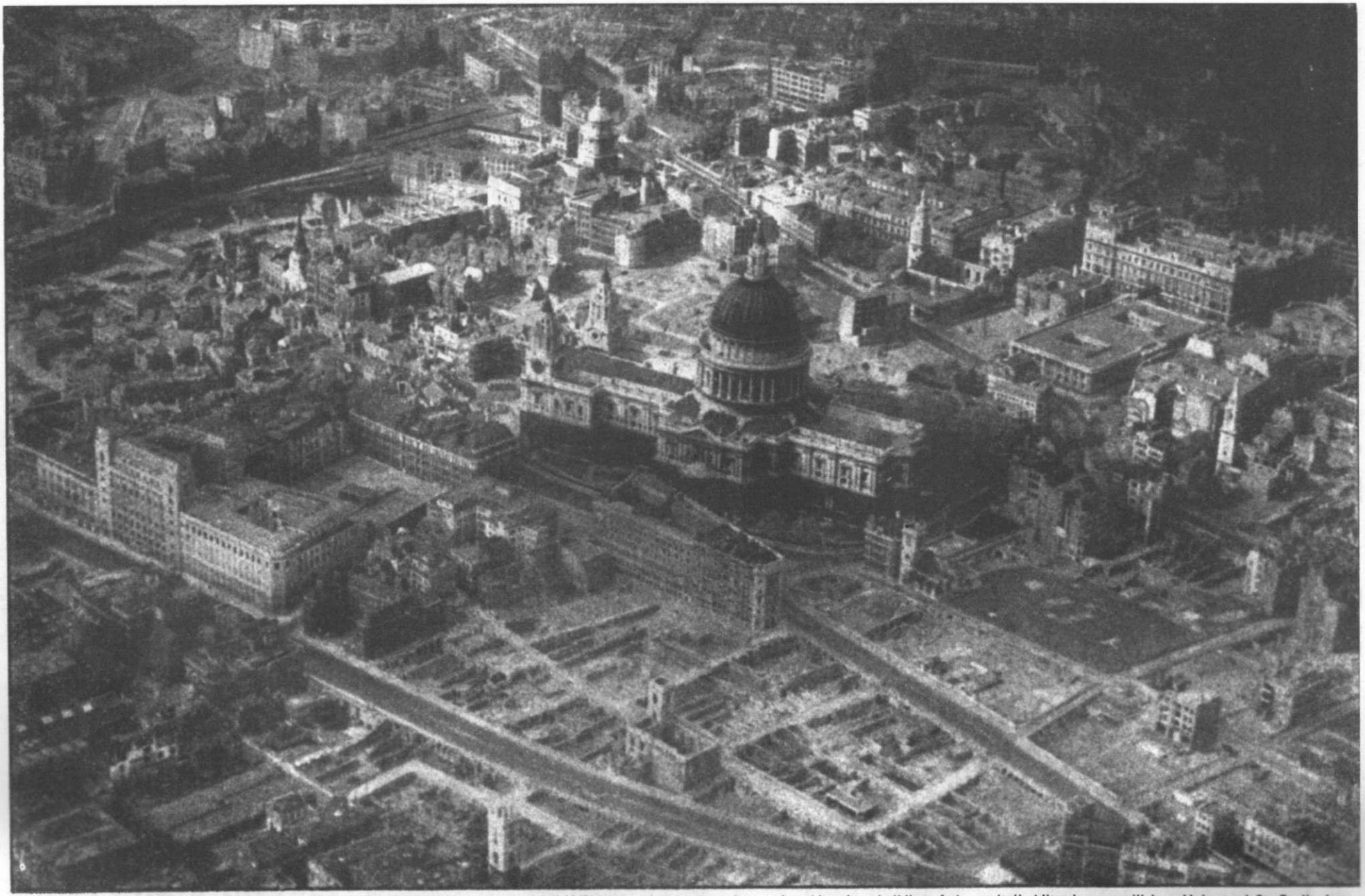


**LAST VOYAGE** of the German submarine U530 ended with her surprise appearance in the harbour of Mar del Plata, Argentine seaport 250 miles south of Buenos Aires, at sunrise on July 10, 1945—nine weeks after the end of the war in Europe.

The 700-tons vessel, seen (1) inside the breakwater at Mar del Plata, was immediately surrendered to the Argentine authorities. Her commander, Capt. Otto Wermoutt (2, centre, wearing the Iron Cross) with his fellow officers and the remainder of the crew, numbering 54, was taken ashore and detained. Naval attaches at the British and American embassies examined the submarine after she had been taken over by Argentine sailors (3). The U-boat's guns had been jettisoned before her surrender.

On July 17 the Argentine Government issued a decree handing over the U530 to the British and United States governments, together with the crew and all available information concerning her belated and mysterious surrender.

 *Photos, Associated Press*



**FIRST AIR PHOTOGRAPH OF THE CITY OF LONDON SINCE 1939** (taken in April 1945) shows what a tremendous undertaking the rebuilding of the capital's blitzed areas will be. Unharmed St. Paul's dominates the scene : in the left middle distance stands the G.P.O. Telephone exchange also miraculously untouched by bombing. In July 1945, Mr. W. S. Morrison, Minister of Town and Country Planning, rejected the rebuilding scheme drawn up by the City's Town Planning Committee. "The City of London," he said, "possesses buildings and remains of the greatest architectural and historical interest, and is the workplace of more than half-a-million persons . . . A great opportunity was lost in 1666 of laying it out afresh . . . an even greater opportunity has now occurred." Compare with illus. page 242. *Photo, British Official*

# The Royal Navy's Big Debt to the 'Wavy Navy'

More than 80 per cent of Naval personnel today are R.N.V.R. men—without whose aid the White Ensign service could never have kept the seas in the way it has done. It is about the prowess of these "enthusiastic amateurs," who have struck dread to the hearts of the enemy's seamen, and whose officers bear rank-insignia of wavy gold lace, that Capt. FRANK H. SHAW writes here.

THE Senior Service prefers to catch its man-power young, the younger the better, and mould it into its own peculiar shape. But war renders many preconceived ideas obsolete. When hundreds of thousands of efficients were suddenly required to crew our expanding Navy, when a multitude of small craft were commissioned to sweep mines, when the flotillas of motor torpedo boats and motor gunboats came into being, there was an alarming scarcity of officers and men capable of handling them under wartime conditions. The intake of Royal Naval Reservists was insufficient to supply the pressing need; in any case, as the majority of R.N.R. men were sorely needed by the savagely attacked Merchant Navy, new entries could not be spared.

The difference between R.N.R. and R.N.V.R. (Royal Naval Volunteer Reserve) should be understood. The R.N.R. is recruited from professional seamen employed in merchant ships. In peacetime, all personnel holding an R.N.R. appointment were required to perform a stated number of drills aboard a warship or in a naval depot—they corresponded to the Special Reserve or Militia of the Army. Being trained seamen they required only a slight Navy polish to make them efficient officers and crews of warships, from the largest to the smallest. They were paid an annual retainer, on condition they remained qualified by regular training-courses.

THE R.N.V.R. was different. It corresponded more to the original Territorial Force, in that it was mainly recruited from amateurs; though some of its senior officers—notably the Duke of Montrose, now retired—had qualified as seagoing yachtsmen. All around our coasts abounded, prior to the war, thousands of enthusiasts who devoted most of their leisure to a variety of small craft: racing yachts, motor-cruisers, catboats, dinghies—anything, indeed, that would float. Here was priceless raw material! Several cities had training centres, where these enthusiasts learned the work of war.

H.M.S. President, lying alongside the Thames Embankment, was the headquarters of the London Division of the R.N.V.R., established in 1903; and passers-by grew familiar with the sight of men practising boatwork, signalling, or undergoing other instruction required to qualify in the R.N.V.R. Men working in offices found this form of national service a healthy outlet for their energies; and when the 1914-18 war came, hundreds of them were given seagoing appointments. The R.N.V.R. acquitted itself well under war conditions. It freed regular naval personnel for manning the more powerful fighting ships. It displayed exceptional dash and daring in its work; distinctions were won, casualties were suffered.

IT has required the rigours of the present war to prove to the full the invaluable aid the R.N.V.R. has been able to give to the Senior Service. During the peace-years the force was whittled down wellnigh to vanishing point, though in 1918 it had risen to a strength of 38,000. But its peacetime establishment was always amply filled, with long waiting-lists. A great number of surgeons were commissioned even before the war came. Budding airmen, too, were granted commissions in the R.N.V.R. Officers were granted opportunities to go to sea on training cruises, to study navigation, gunnery, seamanship, and generally to equip themselves for such active service as the future might hold.

## R.N.V.R. Had to Fill the Gaps

On the outbreak of war R.N.V.R. trained men were immediately drafted to responsible positions in such ships as had been kept on a "care and maintenance" basis with only skeleton crews. A new and immediate intake of recruits was required; and to the recruiting depots a stream of the prime of the nation's manhood flocked eagerly. Many had no more knowledge of salt water than that acquired during brief summer cruises.

"Hostilities only" recruits came under the aegis of the R.N.V.R. To secure a naval appointment, as midshipman or sub-lieutenant, service on the lower deck was deemed necessary. The vastly-expanded Fleet Air Arm—the Navy of the Clouds—was greedy for personnel. Since few regular naval officers and ratings could be spared for this vital branch of the Navy the R.N.V.R. had to fill the gaps—and right nobly they filled them, as the Honours and Casualty Lists only too plainly tell. "Sub-Lieutenant (A) R.N.V.R." is one of the commonest entries in the casualty returns of the Senior Service.

The most remarkable feature is the aptitude the R.N.V.R. displayed from the outset for regular seagoing service. Many a destroyer was manned, as to her lower deck, almost completely with R.N.V.R. ratings, and carried a large proportion of officers from the same volunteer service. Not only were the Wavy Navy officers—the distinguishing rank-insignia of the R.N.V.R are of wavy gold lace, not intertwined as in the case of the R.N.R.—appointed as watchkeepers in seagoing ships but also as navigating officers.

With the enormous increase in our light coastal craft, the Admiralty were hard-set to find responsible personnel with which to commission these waspish craft; but it was found by experience that the R.N.V.R. were ideally adapted for this purpose. They were dashing, venturesome, hardy, and not hidebound by convention. Some of the most outstanding successes of the war have been achieved by light coastal forces, operating not only with single units under R.N.V.R. command but with entire flotillas so commanded. When the German magnetic mine first announced its deadly presence, it was the R.N.V.R.'s response that enabled hundreds of wooden drifters to take the seas, as an emergency measure, until the de-Gaussing of our ships was completed.

One complaint of the R.N.V.R. in the last war was that the Admiralty gave promotion only tardily, and that advancement to senior rank was almost unknown, but now a much more liberal attitude is shown. Promotion by seniority has to a great extent been abolished, promotion by merit being the usual thing. So that we now see numerous lieutenant-commanders, commanders, and even captains, R.N.V.R., figuring in the Navy List; both in the executive, or deck, department and in the Special Service branches.

A GREAT number of honours and awards have been won in the light coastal forces, whose tireless, indomitable work can never sufficiently be praised; many more have resulted from conspicuous gallantry in the Fleet Air Arm. But officers and men of the R.N.V.R. can be found today serving not only in M.T.B.s, destroyers, corvettes and frigates, cruisers and battleships, but in submarines—for long the Regular Navy's special preserve. Destroyers, submarines, frigates and sloops are commanded by R.N.V.R. officers in some cases.

## STALWARTS of the MERCHANT NAVY

**Capt. THOMAS J. LACEY**
Master of the S.S. Defender, he was awarded the O.B.E. on June 26, 1945, for "indomitable spirit, leadership and organization" during enemy attacks in the Mediterranean—typical hero of the Merchant Navy.

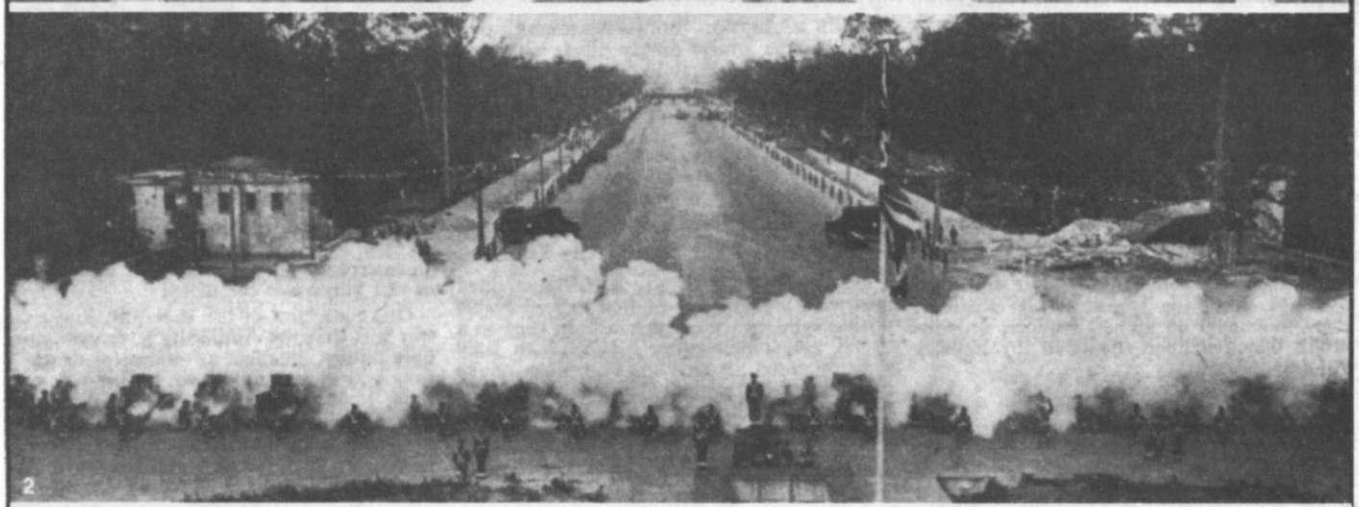
**Chief Officer JOHN ALLERTON**
When his ship, the S.S. Sampa, was mined while returning from Antwerp he organized a rescue party for the wounded, going round the entire ship, though badly injured and temporarily stunned. Awarded the M.B.E.

**Second Officer G. R. HUGHES**
Awarded the M.B.E. for his conduct and courage when the motor-vessel Harpagus was mined off the Normandy beaches. The Master killed and Chief Officer wounded, Hughes took command of the ship, safely landing the cargo.

**HARRY M. FORTUNE**
Apprentice in the S.S. Ascot, torpedoed by a Japanese submarine in the Indian Ocean. He was awarded the B.E.M. for his bravery in assisting the wounded while under enemy fire.

*Photos, L.N.A*

# Where Hitler's Vaunted Legions Used to Stamp



**BRITISH VICTORY PARADE OF 10,000 MEN** passed before Mr. Churchill in Berlin's Charlottenburger Chaussee on July 21, 1945 : at the saluting base (1) before the march past stand Field-Marshals Maitland Wilson and Montgomery on the Premier's right ; on his left, Field-Marshal Alexander, Mr. Eden and Maj.-Gen. Lyne. Salute of 192 rounds was fired by the R.H.A. at the parade entrance (2). Armour passing the base included self-propelled 25-pounders (3) of the immortal " Desert Rats."



*Photos, Planet News, Central Press*

# Big Three Tackle Europe's Knotty Problems

POTSDAM CONFERENCE, which opened on July 17, 1945, differed in some vital respects from previous meetings of the heads of Government of the U.K., U.S., and the Soviet Union. First, the site itself—Potsdam, cradle of Prussian militarism—signified that the main purpose of the earlier conferences at Teheran (November 1943) and Yalta (February 1945) had been fulfilled with the overthrow of Germany. Second, the chief representative of the U.S. was no longer President Roosevelt but President Truman.

In addition to Chiefs of Staff and representatives of the armed forces of the Three Powers (including Admiral Lord Louis Mountbatten, C.-in-C. South East Asia), there were in attendance the British Minister of War Transport and the head of the U.S. Maritime Commission; for distribution of fuel and food in the liberated countries and in conquered Germany was a priority subject for discussion.

Result of the General Election (see p. 255) brought changes in the British representation at the Conference, Mr. Attlee and Mr. Bevin replacing Mr. Churchill and Mr. Eden.

**ROUND THE CONFERENCE TABLE** in Potsdam (1), Mr. Churchill faced the camera; Generalissimo Stalin (with cigarette) towards the right; President Truman's party, to the left, included the new U.S. Secretary of State, Mr. James Byrnes (2). Mr. Eden chatted with Mr. Molotov (4) and Mr. Gusev (left), Soviet Ambassador to Great Britain. Dinner guests of Mr. Churchill at "No. 10 Downing Street, Potsdam," on July 23 were Truman and Stalin (5); the latter saluted the Guard of Honour of Scots Guards (3).



*Photos, British Official, (2) Karsh, Ottawa*

# Now It Can Be Told!

## BRITISH MAQUIS WERE READY FOR INVADERS

ONE of the most interesting chapters in our anti-invasion plans of 1940-41, recently disclosed, is that describing the organization of an underground movement—a British counterpart of the Maquis!

The organization was divided into two distinct branches—each with quite separate duties—one part an elaborate set-up of guerillas, armed with automatic weapons, explosives, knives, and so on, the other equipped with secret wireless sets, forming an intelligence system, and provided with all the paraphernalia for espionage behind the enemy lines. Both of these branches of the "Maquis" were controlled by a central secret military headquarters which trained civilian personnel and devised methods whereby they could do most harm to the Germans.

The "guerilla" branch comprised several hundreds of teams of seven men, each team being housed in a camouflaged dug-out (of which there are many today spread round our coasts), armed with automatic weapons for self-protection, but with their main weapon—explosives—for offensive use. Their task was to emerge from this dug-out at night, ambush German transport, blow up aircraft on landing grounds, destroy enemy dumps, and generally create havoc and confusion among the advancing enemy. The personnel were enrolled in special battalions of the Home Guard, and much speculation about them was aroused since they did not parade, wore different sleeve signs, and followed a separate course of training.

The other branch of the organization's activities was known as "Special Duties," and this follows more closely the lines of a "thriller" in the manner of its working, in the type of person employed in it, and in the high degree of secrecy which of necessity surrounded it. Special Duties had thousands of members in our coastal counties, all prepared as civilians to report on enemy movements and activities by their radios, communicating with senior military headquarters.

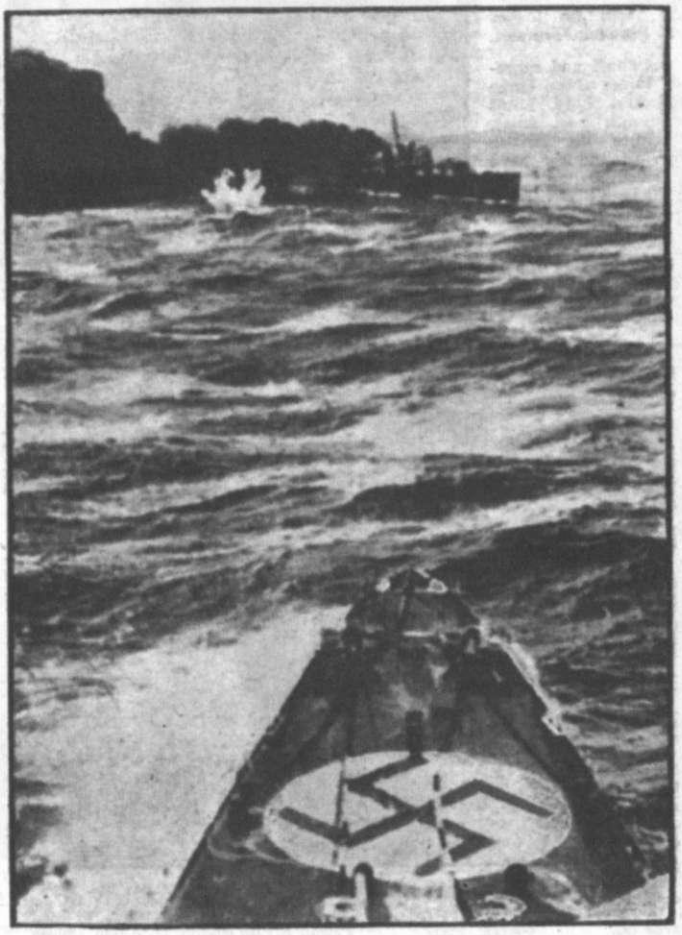
Of the great numbers employed in the organization, few knew their neighbour members, and probably are entirely unaware even today that the farmer up the lane, or the postman in the village, was also a "Special Duties" man. Women, land owners, business men and labourers attained a high proficiency of wireless skill, including the use of codes.

**PLAQUE FROM THE ADMIRAL HIPPER recording the death "for his Fatherland" of Gunner Josef Ritter during the fight with H.M.S. Glowworm, described here.**
*Photo, British Official*

## LAST GLORIOUS FIGHT OF THE GLOWWORM

IN one of the most daring and courageous sea-battles of the war, the British destroyer H.M.S. Glowworm, of 1,345 tons, fought a single-handed duel at point-blank range with the 10,000-ton German cruiser Hipper; then, battered and burning, she turned in a last superb gesture of defiance and rammed the giant enemy towering above her. On July 10, 1945, it was announced that Lieut.-Cmdr. G. B. Roope, R.N., the Glowworm's heroic commander, had been awarded the V.C. (See illus. p. 216.)

Only then, with the repatriation of the Glowworm's one surviving officer, 27-years old Lieutenant Robert Ramsay, R.N., did the story of this epic fight come to light. All that was known previously was that the Glowworm had been sunk by a heavy enemy vessel in the North Sea on April 8, 1940. This is what happened: The Glowworm was escorting the battle cruiser Renown when a man was washed overboard in heavy seas. In her efforts to find him, the destroyer lost touch with the main British force, and as the weather worsened she had to reduce speed to less than ten knots. Her gyro-compass failed, and she had to steer by magnetic compass. At daybreak on April 8, 1940, she was trying to rendezvous with another British force, when she sighted an unidentified destroyer.



**SHELLBURST within a cable's length of the Glowworm during the action in which, heroically, she rammed the 10,000-ton Nazi cruiser Admiral Hipper. Taken from the German vessel, the photograph shows the Glowworm laying a dense smoke-screen as she cuts across the enemy's bows. Story was released on July 7, 1945, with the repatriation of the one surviving officer, Lieut. R. Ramsay, R.N. He was awarded the D.S.O. three days later, when the posthumous award of the V.C. to the Glowworm's Captain, Lieut.-Cmdr. G. B. Roope, R.N., was also announced (see page 216).** *Photo, Planet News*

"We immediately challenged her," said Lieut. Ramsay, "and she replied that she was Swedish—then she opened fire." A few moments later another destroyer was sighted, and the Glowworm began her gallant fight—against odds from the start.

The battle developed into a slamming match, with the destroyers manoeuvring at full speed and firing with all guns. "Very soon our Director Control Tower was flooded out by heavy seas," continued Lieut. Ramsay. "The ship was being thrown about and rolling very heavily. We lost two men overboard and several were injured by the roll of the ship, but we scored a hit on the leading enemy destroyer. They didn't hit us. Shortly afterwards they broke off the action and were obviously trying to lead us on to something more powerful."

ALTHOUGH the Glowworm's Commanding Officer, Lieut.-Cmdr. Gerald Roope, R.N., knew what the enemy was trying to do, he decided to follow with the idea of finding out what big ships the Germans had at sea. He hoped to shadow them and report their movements. A few minutes later, the Hipper hove in sight—the Hipper armed with eight 8-in., twelve 4·1-in. and twelve 37-mm. guns against the destroyer's four 4·7-in. guns. Weather conditions made shadowing impossible, and from then on the Glowworm knew her fate was sealed.

The sole purpose of Lieut.-Cmdr. Roope was to inflict as much damage as possible on the enemy before being sunk, and the heroic battle began.

Long before the Glowworm's guns were within range, the Hipper was pouring 8-in. shells at the destroyer and hitting her mercilessly. "We made smoke," said Lieut. Ramsay, "and began to close the enemy cruiser. When we got within range, I fired our torpedoes."

### The Sirens Screeched Unheeded

Meanwhile, the Glowworm was rapidly becoming a blazing inferno. One of her four guns was out of action. Her range-finder was hit. The upper yard of her mast collapsed across the siren wires and her sirens were screeching unheeded in the blaze of battle and stink of cordite and black smoke. Then it was that Lieut.-Cmdr. Roope decided to ram the Hipper. Going in under a storm of fire from 8-in., 4-in. and machine-gun fire, he steered for the enemy's starboard side.

There was a grinding crunch as the destroyer's bows crumpled against the cruiser's armoured plating. Men fell to the deck in a welter of blood and sea water, fire and smoke. Those who could, picked themselves up again.

"As we drew away we opened fire once more," Lieut. Ramsay said. "We scored one hit at 400 yards. Our bows were badly stove in. A shell had passed through the

wheelhouse. Another had burst in the Transmitting Station, killing most of the crew and all the staff of the Wireless Office. A third entered the ship under the after-torpedo-tubes, crossed the ship and burst against the forward bulkhead of the Captain's cabin. The cabin was being used as a first-aid station and the explosion turned it into a shambles. This shell also made a huge hole in the ship's side abreast the engine-room, and another completely wrecked the after superstructure.

"The Captain was so far unhurt, and as the ship heeled over to starboard he gave the order to abandon ship. He sent me down from the bridge, and I tried to get as much timber and other floating material over the side as possible. There seemed to be very few unwounded, but all that could be done was done to put lifebelts on the injured men in the hope that they would float.

"The Captain, who was the only other survivor on the bridge besides myself, then came down. E. R. A. Gregg reported he had gone down to the boiler room and let off steam to avoid an explosion as the ship sank. Then shortly afterwards—about 10 o'clock—the Glowworm capsized. After floating bottom-up for a few moments, she sank.

"The Hipper stopped and picked up survivors. Our Captain was not among them, though he was seen in the water. I was taken before the Hipper's Captain, who told me our torpedoes had missed his ship by only a few yards. The ramming had damaged one set of her torpedo tubes, flooded two compartments, and put her fresh water system out of action. She took us to Trondheim, but later she had to go to Germany to be docked for repairs."

**SPECIAL BRIDGING DEVICE KNOWN AS THE ARK, which helped us defeat Germany and is being used in Burma, can now be revealed as a tank on which are mounted two ramps for dropping down at front and rear. Here, two of these ingenious bridging-tanks are ditched one on top of the other, and the ramps have been lowered, enabling British armour to cross a shellhole in Germany.** **See also illus. page 229.** *Photo, British Official*

## WE FERRIED INVASION TRAINS TO FRANCE

WHILE planning the invasion of the Continent it was realized that as soon as we were established on the far shore railway communications behind our lines would be of major importance and that locomotives and rolling stock captured would be in no condition to satisfy our needs. Thus a large programme was arranged for the manufacture of additional supplies of locomotives, wagons, ambulance trains and railway mobile workshops. Over 1,000 locomotives were specially built in Britain alone.

It devolved on the Transportation Service, War Office, to arrange for suitable vessels for shipping locomotives and rolling stock from the United Kingdom to France. For since 1940 all existing train ferry vessels had been converted to other uses and plans had to be made for their return to normal use.

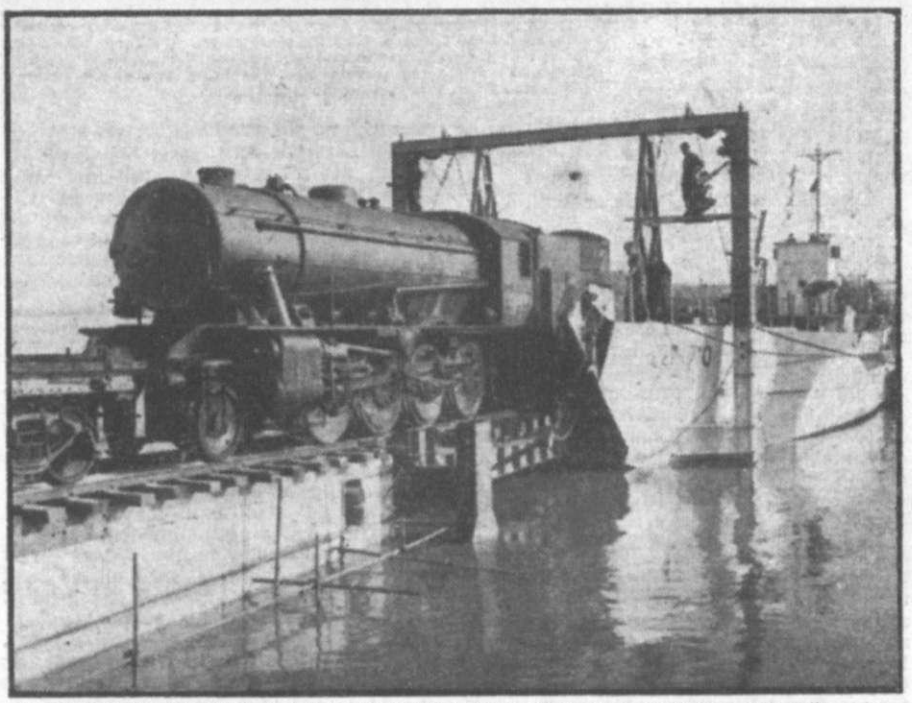
The main factors governing the re-establishment of the pre-war train ferry service were, first that we could not expect to find the original terminal works on the French side left intact by the enemy, and second, that the location of the French and Home Terminals did not suit invasion plans. It was decided, therefore, to equip the ships with special gear so that locomotives and rolling stock could be picked up and landed at any quay which was rail-served or which could be quickly linked up with any nearby railway system.

DESIGNS for special gantry cranes, to handle locomotives and other heavy lifts up to 84 tons for the Southern Railway's Twickenham Ferry class steamers and for special loading ramps for the ex-L.N.E.R. vessels, were put in hand in late 1942, the fabrication of the structural steelwork and crane machinery proceeding during 1943. It is of interest that the ships could not be fitted out with their new gear as it became ready, but had to remain in service until the last moment on urgent operational work.

But these ferries were not enough, and it was decided to convert British and American L.S.T.s (landing ships, tank), so as to carry railway wagons or tanks. The work on the former was done by Naval Dockyard personnel and on the latter by U.S. technicians. The scheme was successful and some 50 craft were fitted out; these in due course transported upwards of 30,000 wagons and coaches to the Continent.

Concurrent with the need for modifying the ferry vessels was the necessity for new terminal facilities to be built at suitable locations on the South Coast which would not interfere with other shipping facilities. The War Office carried out the necessary reconnaissances and prepared designs for three sites. Construction work on these terminals was carried out by Port Construction and Repair Companies R.E., supplemented by Pioneer Corps Troops and Railway Construction Troops as needed.

Terminal arrangements required for the L.S.T.s were simple. It was only necessary to lay rails into the "hards" which had been constructed for the loading of tanks, and connect to new holding sidings for the wagons, and provide rail-mounted ramps to run up and down the hards with the tides. (See illus.) In the case of the "far shore" terminals nothing much could be done on the planning side, but the experience gained in this country enabled certain basic requirements to be determined which greatly expedited work when it came to be done at Cherbourg and elsewhere. Cherbourg was captured on June 26, 1944, and on July 29 the "Twickenham Ferry" delivered her first cargo of locomotives. As the tide of war swept eastwards, further terminals were successfully developed at Dieppe and Calais.



**LOCOMOTIVE FROM THE U.K. LEAVING A L.S.T. for its journey via French quay-rails to an Allied base, during operations on the Continent. How special ships and gear were devised to enable locos, rolling stock and tanks to be transported across the Channel just when the need was greatest is revealed in this page.** *Photo, British Official*

# 'Home Is the Sailor, Home From Sea'

The Merchant Navyman afloat not uncommonly visualizes himself as one day with a garden to cultivate and hens as a profitable hobby. Mostly this paradise ashore remains a dream. But it, and more, is becoming happy reality for seamen no longer able to serve because of age or partial disability, as explained by STANTON HOPE specially for "The War Illustrated."

THE novel idea of a community centre for seamen in a country setting was conceived after the South African Navy War Fund had donated £50,000 in practical appreciation of the Merchant Navy's immense war services to the Empire. This generous gift was placed at the disposal of the National Union of Seamen; and the secretary, Charles Jarman, and his colleagues were prompt to use it for a welfare scheme more ambitious than anything formerly attempted.

During the London blitz it became advisable to transfer the N.U.S. headquarters from town to a mansion known as Sachel Court, at Alford, Surrey. The commodious house, set in an estate of 100 acres, will become available as a community centre for selected seamen according to the agreed plan; and some of the surrounding farms, comprising another 200 acres, will be purchased, if possible, for cultivation and special development by them in other directions.

When negotiations and constructional work are completed, Springbok Village will exist in the rustic peace of Surrey as a permanent and practical memorial to the wartime heroism and self-sacrifice of British seafarers. A third of those accepted for residence will be aged seamen and their wives, but Springbok will have no melancholy atmosphere of the "eventide homes" such as are sponsored by some well-meaning charitable organizations.

A HULK may rust at its last moorings, and times were when an old sailor was allowed to rust in idleness despite willingness and capability to undertake light employment. At Springbok he will have the satisfaction of proving himself a useful member of the community, sharing for his own interest in such light duties as he can perform.

Disabled seamen and their womenfolk will form the majority of the new community, acceptable applicants being discharged men whose disability does not require constant medical care or that precludes them from doing work of some kind for the common good. Unfit to continue a seagoing career, they will be rehabilitated in civil life by training under an expert staff for cultivation of the land, tending horses and cattle, maintenance and repair of mechanical plant and vehicles, and for other employments. When the whole Springbok estate becomes established, at least 150 seamen will be launched on new careers in this Surrey haven.

Sachel Court itself will be the hub of the community. This will house the administrative and domestic staff, and provide for the offices, a meeting-room, lounge, library and a large dining-hall where the residents may foregather for the principal meals. Bungalows and maisonettes, each with a bathroom, will be constructed on the estate for accommodation of married couples, and dormitories will be available for the single men. Electrical power from the grid will supply lighting and heating, and hot water will be on tap throughout for domestic use.

A nursery school for children of the younger married seamen is included in the plan; this to be supervised by the local educational authorities, who are taking keen interest in the project. Numbers of amenities exist already at Sachel Court, such as garages and stables, which are to be extended, several fine greenhouses, rock and rose gardens and tennis courts. Future plans include the construction of bowling greens, a putting course and an open-air swimming pool. Presumably, too, the community will not be without its own welcoming "Dog and Duck," where the salts, young and old, can relive experiences.

Recreational facilities would not be complete without radio and cinema, and provision of these has not been neglected. A special feature will be an *al fresco* theatre with compact covered theatre adjoining. To provide these, Doris Hare, hostess of the popular B.B.C. "Shipmates Ashore" programme, has raised a substantial fund. The prospect is attractive, and Springbok Village bids fair to become a "one-night stand" where many a professional touring company may well be proud to perform.

SACHEL COURT, set in fertile Surrey acres, at Alford, is to be the hub of Springbok Village: immensely useful and permanent "Memorial" to the heroism and self-sacrifice of British merchant-seamen. Training for civil life, under an expert staff, will be directed from this commodious mansion. *Photo*, THE WAR ILLUSTRATED

IN popular conception, the sailor in his off-watch hours at sea, especially in foul Western Ocean weather, is peculiarly apt to think with affection of his native soil. But this does not necessarily imply that when it comes down to brass tacks he would enjoy tilling that soil more than the average landsman. Sailors have gravitated to the land after "swallowing the anchor" and have become farmers, smallholders and poultry-keepers with more or less success. But many of the new breed of Merchant Navymen, as the chiefs of the Seamen's Union are fully aware, are mechanically minded through familiarity with machinery in modern steamships and motor-ships. For which reason Charles Jarman and his colleagues are determined that such men who become resident in the new community of Springbok Village shall have adequate opportunity to follow their natural bent.

The main plan, therefore, includes the erection of a factory for some light industrial enterprise to give employment to a proportion of the seamen; and, where necessary, machinery will be adapted to suit those men who otherwise would be handicapped by disability of an arm or leg. Training will be given in plumbing, oxy-acetylene welding, carpentering and other pursuits, and workshops built where these trades can be followed profitably on attaining proficiency.

Those seamen who prefer the farmer's life will find healthful employment on the many fertile acres of the Surrey Utopia, cultivating crops, fruit and vegetables, and tending livestock. Beside model dairies and piggeries, the plan provides for an up-to-date cannery and packing sheds. Not only will the community be self-supporting so far as food is concerned, but there should be a large surplus for marketing.

The executives of the National Union of Seamen have had useful experience in sponsoring the Merchant Navy Convalescent Home at Limpsfield, Surrey, and other communities of seafarers. One thing they have learnt is that an extraordinary number of sailors of all ages frequent the carpenter's shops and hobby rooms to make model boats and mechanical toys.

THIS tendency has been encouraged at a welfare centre at Kendal with the result that it is hoped to extend the market for these products for the mutual benefit of the seamen and the public. The N.U.S. officials intend, as further funds become available, to construct an additional workshop at Springbok Village for the pleasant trade of toy-making, convinced that the products of disabled Merchant Navymen would compare favourably with any foreign toys.

The handsome sum placed at the disposal of the Seamen's Union by the South African Navy War Fund will be sufficient to purchase the Surrey farms to add to the Sachel Court estate, and to get the main plan in operation. Shipping companies and other interested bodies are coming forward with financial aid, but further funds are needed to transform a wonderful dream into lasting reality.

Behind the project is the dynamic personality of Charles Jarman and that of his energetic colleagues. They have roughed-it themselves on stormy seas in the past, and their hearts are attuned to the needs of lower-deck seamen whom they now serve. The odour of charity is abhorrent to them, and whatever is done by Governments or the public for Merchant Navymen they regard only as part payment for vital services rendered. Their own reward will come when they see in full glory the Springbok haven to which they have set their course.

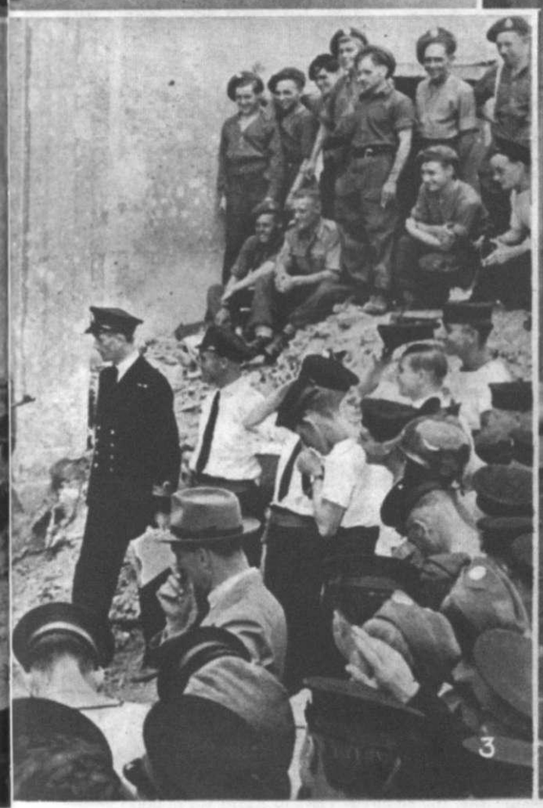
# This Was Hitler's Legacy to Berlin!

*Photos, British Combine, Associated Press*

AT the Brandenburg Gate, marking the boundary between British and Russian zones in Berlin (top), Field-Marshal Montgomery on July 12, 1945, invested Marshal Zhukov, Deputy Supreme Commander of the Red Army (on Montgomery's right), with the insignia of an honorary Knight Grand Cross of the Order of the Bath, and bestowed the K.C.B. on Marshal Rokossovsky (on the Field-Marshal's left); the ceremony was followed by a march past of Grenadier Guards. The next day 10,000 British troops and over 560 vehicles paraded: looking down the Charlottenburger Chaussee (bottom) as the parade began. Spearheaded by tanks, every British unit in the German capital was represented and every arm of Britain's Forces. The column, with marching and lorried infantry, took more than half an hour to pass the saluting base.

1

2



3

4

## *'Bitterest Foe of Nazism, Best-hated in Germany'*

The day after his arrival for the Big Three Conference at Potsdam, the Premier, in khaki drill uniform of a colonel of the 4th Hussars, on July 16 made a tour of the centre of blasted Berlin: outside the shattered Reichstag (1), with Mr. Eden. To the amazement of Berliners, Mr. Churchill, leaving his jeep, walked through the streets with only a couple of detectives and a handful of military police to guard him (2). Comments of crowds included, "So that's supposed to be a tyrant!"

*Photo, British Official: Crown Copyright*

## *Mr. Churchill in a Jeep Tours the German Capital*

The grandiose Chancellery was also visited, in company with his A.T.S. daughter Mary: on leaving the building, Mr. Churchill gave the famous V-sign to British soldiers and sailors (3). At the imposing entrance to the Chancellery (4), on the Wilhelmstrasse, the Whitehall of Berlin, which lies in the Red Army sector of occupation, with his Russian guide who had fought in the taking of the building on May 2, 1945. Red Army officers also accompanied the party.

## *At the End of the Fuehrer's Trail*

*Photos, L.N.A.*

Once the most famous building in Berlin, the Reichstag (top) as the airman now sees it. The original structure was burned out on February 27, 1933, a month after Hitler became Chancellor, the fire being the signal for Nazi Party terrorism and their assumption of power. A mile south of the Reichstag lies the ruin that was Anhalter Station (bottom). Comparing these photographs with that of London on page 232, it should be noted that little clearance has been done in Berlin.

# VIEWS & REVIEWS

Of Vital War Books

by Hamilton Fyfe

# How Australia Went to War

IN Australia they call the Japanese "the Nips." But that doesn't mean they like the people of Nippon any more than we do. For they lived during several months under threat of invasion.

They have not forgotten those months; they never will. They were spurred to efforts unexampled anywhere else, allowing for the smallness of their population. A nation of seven millions has put into the field vast armies; has achieved an immense production of war material including aircraft and tanks; has built and manned ships; has almost stopped manufacture for civilian requirements. In addition to armed forces numbering not far short of a million, they have rounded up into Civilian Construction Corps (see pages 584-585, Vol. 7) men too old for soldiering, but able-bodied enough to make the roads and airfields and camps which the soldiers need.

One of the tasks carried out triumphantly by these men between 35 and 60 is described by Mr. George H. Johnston in his new book, Pacific Partner (Gollancz, 7s. 6d.). A very large airfield was urgently required. It was to be at "a tiny little town on the edge of the scrub, sleeping in the dust and heat of the sun-browned plains." A labour force of 2,500 went there, and in three months laid 49 miles of concrete roadway, put up 450 permanent buildings, and moved some 30,000 tons of earth. Within little more than twelve weeks from the start of the job thousands of men of the Australian and American Air Forces were established on the new field, and planes were taking off to bomb enemy positions and communications.

### Provocative and Infuriating

This was just after the Americans arrived to help the Australians protect themselves against the Japanese. They also helped them to defeat procrastinators and red-tape officialism. Nothing was allowed to stand in the way of swift and effective solution of problems, often very difficult ones.

The regimentation of civilian labour was an action altogether opposite to the basic principles of labour in Australia. The conscription of labour gangs was something which violated the worker's code on which so much of Australian life had been based for decades. But Australia had accepted the spontaneous assistance of the United States in the hour of danger. And it was Australia's duty to discharge her reciprocal obligation, to prepare, if necessary, every square inch of the entire continent as one vast base for the United Nations in the fight against Japan.

"Work. Fight or Perish!" was the slogan adopted throughout the country, and they saved themselves from perishing by fighting and working with a tight-lipped intensity which has few parallels in history. Naturally they feel admiring, even affectionate, gratitude to the Americans who in their dark hour went to their aid. When Mr. Johnston's publisher put on the jacket of his book the warning that it would "provoke and infuriate some," he was thinking no doubt of the emphasis laid on that new tie of friendship and mutual esteem. It was drawn all the more tightly because for a time we were unpopular and were angrily blamed for the sudden and alarming change in Australia's position. "A common accusation in the streets of every town and city was 'Britain let us down.'" And Britain remained the scapegoat until Australian soldiers began to return.

These men corrected misconceptions quickly. They had fought shoulder to shoulder with the British Tommy. They had seen the humble London householder standing up to the fury of the blitz. They had been able to escape from Greece only because of the iron resolution of the British armoured brigade that fought the rearguard action until it was almost annihilated. They had seen the magnificent work of the Royal Navy. The wave of anti-British sentiment that had surged through the Empire's refractory dominion was stilled.

ALL the same, it seems to have left a backwash of feeling that the Old Country must expect more criticism than it had in the past and that relations between Australia and the U.S. will become closer than they have been before. If, says Mr. Johnston, the Atlantic Charter is to be more than a form of soothing words, Australia must "throw away its tariffs and its dependence on others," must be "less tied by tradition to questions of Empire preference," while "Britain must end the period of exploitation of subject peoples in Asia." That, we know, is how Mr. Curtin felt; his successor, we must suppose, feels the same.

If there is a touch of self-righteousness in the charge of "exploitation," its source must be looked for in Mr. Johnston's justifiable pride in the handling by Australians of their only colony, Papua, where the native people have shown their appreciation of all that was done for them by the loyal devotion of their behaviour during the war. "Papua for the Papuans" was the watchword adopted by Australia.

The slogan of independence came not from the subject people, but from the ruling people. The Papuans have no more idea of the meaning of independence than the man in the moon. But they do have a deep-seated sense of justice and humanity, and they are prepared to make untold sacrifices to express gratitude for just and humane treatment. There must be lessons in that for other countries and for the people who will shape the destinies of colonies in years to come.

**STRETCHER-BEARERS IN PAPUA earned from the Australians the name "Fuzzy-Wuzzy Angels" for their skill and care in transporting Allied casualties through mountainous jungle country. Tribute to the New Guinea natives is paid in the book reviewed here.** PAGE 243 *Photo, Australian Official*

The Papuans have acted as guides in swamp and jungle, across river-mouths, over mountain ranges. They have helped Allied troops to move from island to island for fresh offensives. They have rescued American flying crews, forced down in forests, under the very noses of the Nips. "Thousands of them—many coast natives unaccustomed to the terrible mountain trails and the chilling alpine mists—slaved for months carrying great loads of ammunition and food along the world's worst military supply road. And then they came back with the wounded on their shoulders, often taking weeks to carry one man from the battlefront to the safety of a rear hospital. They marched by day through dank swamps and steaming jungles and always the face of the wounded man was shielded from the burning tropic sun by a great green leaf. During the night-rains they took turns sitting up with the patient, washing his wounds with the tenderness of skilled nurses. They did it not for gain but because of friendship and gratitude."

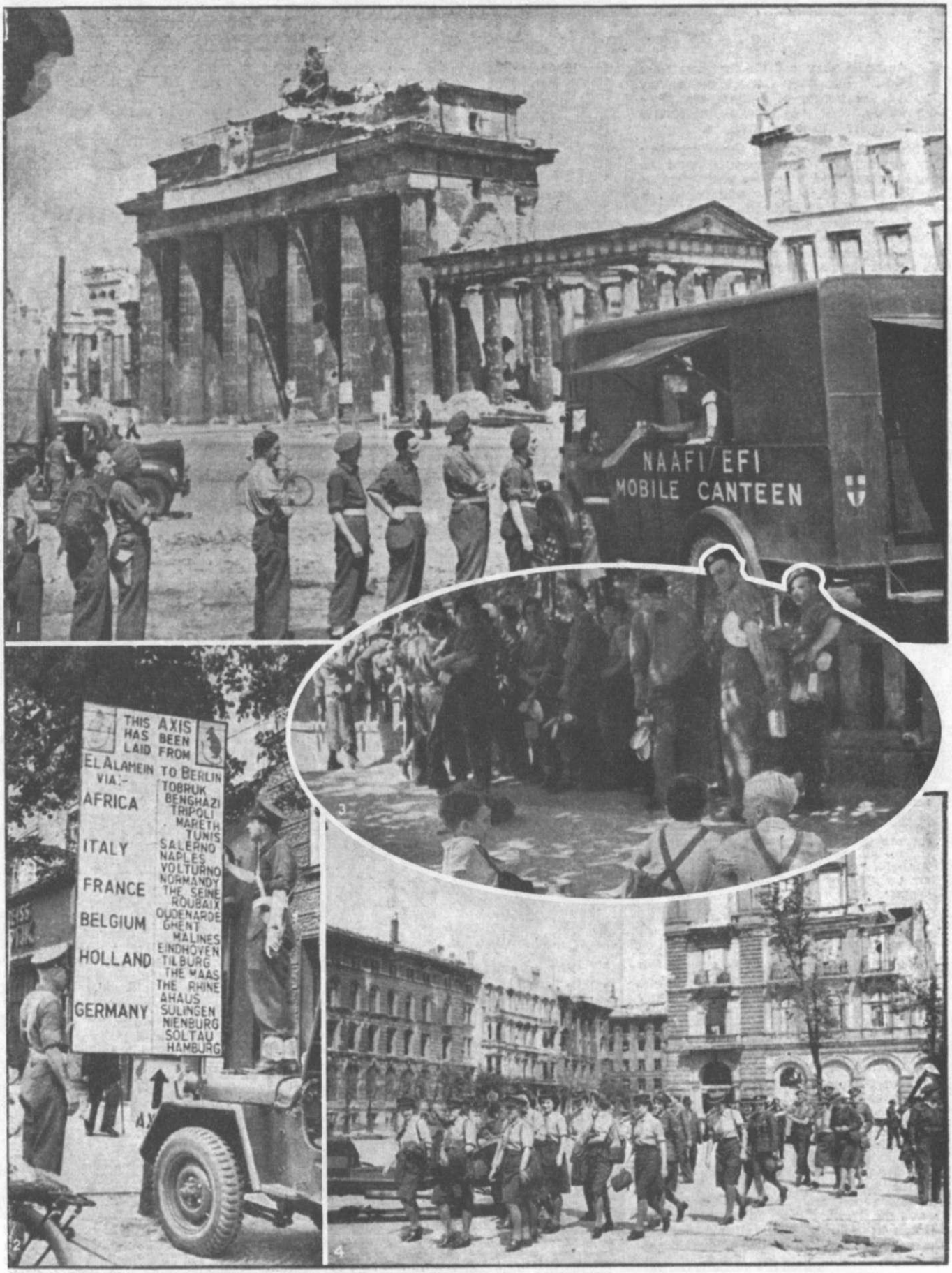
### The Other Fellow's Viewpoint

That sidelight on Australian sentiment—and good sense—will be new, I think, to most British readers, who are inclined to think of our fellow-citizens "down under" as rather hard and lacking in tolerance for "the other fellow's point of view." They are certainly an odd mixture. It is hard to believe sometimes that the people of Sydney and of Melbourne, for instance, can be of the same stock—especially on a Sunday. Nowhere else in the world, I should imagine, is Sabbatarianism kept up so rigidly as it is in the capital of Victoria. No hotels, no entertainments, no newspapers, no shops open in Melbourne, very few eating-houses, very few street-cars—"apparently on the theory that there is no place to go and therefore nobody should need transport to go there." But all the same Americans like Melbourne because they found refuge and friendship in private homes.

MANY of them have seen more of Australia than the Australians themselves. Few of the latter have been, either on pleasure or business, to Darwin, the little port in the extreme north of the continent. It is not quite so hot there as it is at Wodgina, where temperatures rise to 130 degrees in the shade and for six months at a time the thermometer never registers less than a hundred. But it is hot enough to make you risk swimming in crocodile-infested rivers and in the sea where sharks abound. Into this dreary little township, with its "endless swarms of flies and mosquitoes," poured more white men than had ever been in this part of the country before. The Northern Territory, half a million square miles, had fewer than 4,000 white inhabitants, some 1,600 Chinese, and 17,000 aborigines. "War brought tens of thousands of soldiers to this barren, cruel land." They laid out airfields, made roads, built camps.

Mr. Johnston is very amusing about the railway to Darwin, on which there was before the war one train a week. Now there is one a day, but the service is still regarded as something of a joke. Trains are liable to get "lost"—that is to say, to defeat the efforts of officials to locate them for an hour or two. It used not to run after dark. "The custom was to pull up at a convenient hotel at nightfall and resume the journey next morning. The main reason was that the engine was not fitted with a headlight and there was a grave risk of charging into a wild buffalo. On this line was thrown the task of carrying armies and their supplies. Somehow it did it, and that is an example of the way Australia went to war.

# Desert Rats Hoist Their Proud Sign in Berlin

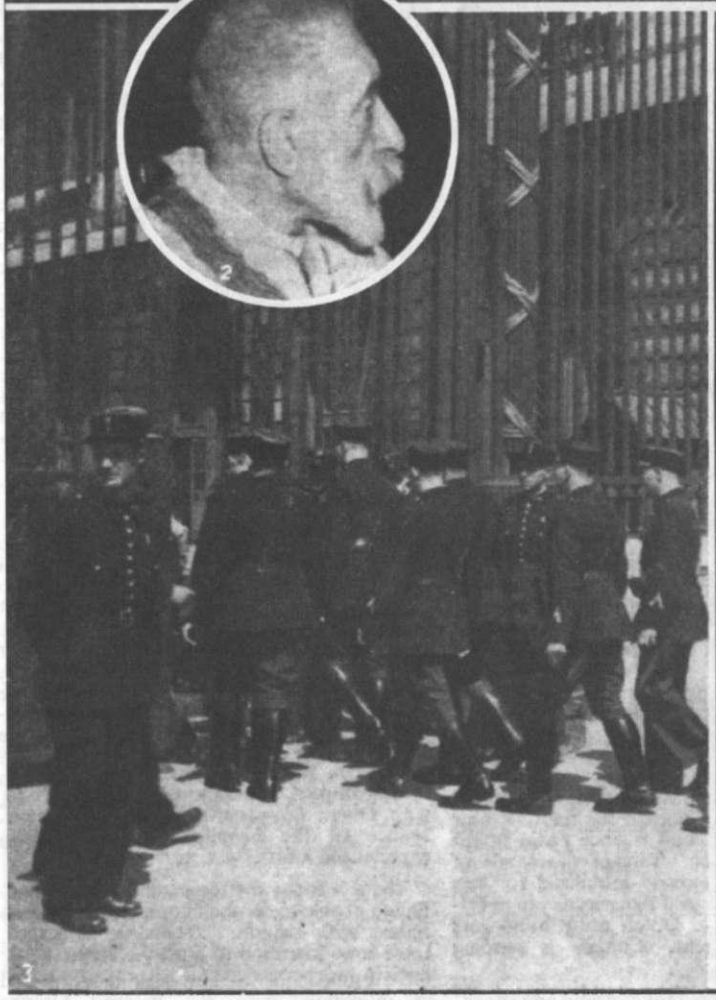



**FIRST BRITISH OCCUPATION TROOPS** to settle in Berlin were accompanied by a N.A.A.F.I. mobile canteen (1) under the charge of Cpl. Harvey, who has followed the 7th Armoured Division ("Desert Rats") to final victory. The sign (2) reminds all who pass how long that historic journey was. Whilst British and Americans queue for dinner, German children wait expectantly for tit-bits (3). Some of the first A.T.S. in the capital go sightseeing (4) in intervals of their duties at the Potsdam Conference.



*Photos. British Official, Planet News, Associated Press*

# Pétain—Marshal of France—on Trial for His Life



**AT THE PALAIS DE JUSTICE IN PARIS, on July 23, 1945, Marshal Philippe Pétain—erstwhile leader of Vichy France—was brought to trial by the State on a charge of treason. First witness was M. Paul Reynaud, Prime Minister of France in the spring of 1940, giving evidence (1, left) while the 89-year-old Marshal listens with ear cupped in hand. A stormy scene between the Public Prosecutor, M. Andre Mornet (2), and the defence counsel led to the court being cleared by police, seen (3) entering the Palais. Petain stares into the future (4).**  *Photos, Associated Press, Fox*

# Holland Now Faces Vast Task of Rebuilding---

Their liberation complete, the people of the Netherlands have begun a new struggle, this time to restore their devastated country. All their determination and courage will be needed for what is perhaps the greatest engineering task of the century. This article by E. H. COOKRIDGE sets out clearly some of the tremendous problems now facing Holland's Government and people.

HOLLAND is free again, but since the liberation the Dutch are waging another struggle, not less daring, determined and courageous than that which the Dutch Resistance Movement led during five years of Nazi oppression. No other country in Europe has been so ravaged and devastated by the Germans. Because of its smallness, practically no area, no town or village has escaped. Almost a third of the country was flooded when the Nazis destroyed the dykes and put large areas under water. The Gestapo deported many thousands of men, women and even children to Germany, thousands perished in the concentration camps of Buchenwald, Belsen and Dachau, and in the slave camps for foreign workers. Most of the national wealth, machinery, tools, rolling-stock, raw materials, live-stock, art treasures were looted. In July 1945 the Netherlands Central Bureau for Statistics estimated the total war damage inflicted by the Germans on the Dutch at about £2,000,000,000.

The Dutch are now shouldering the Herculean task of restoring their country and draining the sea from their lands, which have been spoiled for agriculture by the salt water for many years to come. It is the greatest engineering task of the century on which this small nation is now embarking.

THE food shortage is still appalling, in spite of every possible help the Dutch are receiving from Britain, the U.S.A. and other of the United Nations. They voluntarily imposed semi-starvation upon themselves during the last phase of German occupation by the gallant railway strike that speeded the German defeat (see page 54). But because of that strike, the last ounce of food reserves, not looted by the Germans, was exhausted long before the country was liberated.

The new Dutch Government, headed by one of the most active leaders of the Resistance Movement, Professor W. Schermerhorn, has just announced its plans for the reconstruction. For the first phase an "Emergency Plan, 1945," has been drawn up, to deal with the various urgent needs of the nation. It will be followed by a "Reconstruction Plan, 1946-1948," which will comprise a bold rebuilding and rehousing scheme and provide for a revival of Dutch agriculture, industry and communications.

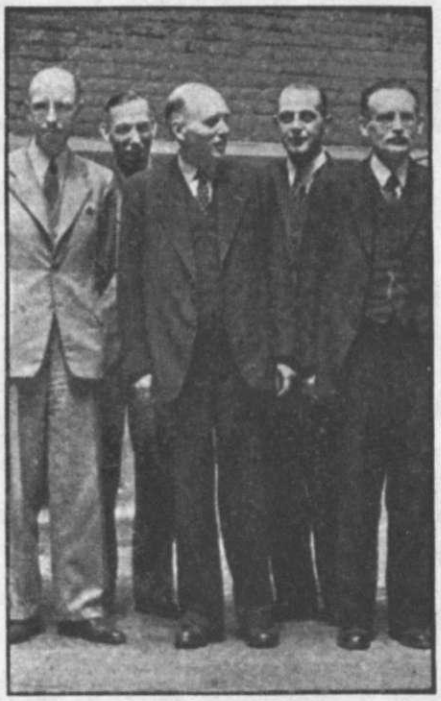
### 35-Miles Journey Takes Six Hours

The plans foresee the nationalization of important industries. Plans have been prepared to transfer—after the mining industry and the Netherlands Bank—various branches of the economic life into public or semi-public ownership. The State will also control the confiscated property of Germans or Dutch quislings, who during the Nazi occupation acquired land and industrial concerns taken away from the legitimate owners. A state-controlled financial corporation, the "National Reconstruction Financing Company," has been established to provide credits with which private banks are unable to cope.

The transport difficulties are tremendous. At the beginning of July the first few train services between Amsterdam, and Rotterdam, Amsterdam and Alkmaar, and Amsterdam and Utrecht had been put into operation again, but there is only one train daily on each of these lines and the journey from Amsterdam to Rotterdam—a distance of only about 35 miles—takes more than six hours. Very shortly, seven spans of the old London Waterloo Bridge will arrive from Britain to rebuild railway bridges, most of which the Nazis had blown up. Of the 850 modern railway engines there remain 165, of the 30,000 goods trucks there are little more than 500 left, of the 2,000 passenger coaches 284 remain, and of 300 modern coaches for electrified trains only five remain usable.

All the rest of the rolling stock of the Dutch Railways has simply vanished, stolen by the Nazis and carried away to Germany. Britain and America have now lent 235 railway engines and 3,000 freight wagons, which, however, are needed almost exclusively for food transport. The emaciation of the population is indescribable. Although food supplies are now reaching Holland regularly, there are still hundreds of people dying in hospitals and emergency centres from the results of prolonged starvation. Although there is now food for them, they cannot eat and it is the most tragic experience to see people—including children—perishing from cachexy because the food came too late. Dutch doctors and nurses, often themselves ill and weak from hunger, have made superhuman efforts to help.

ONE of the great problems of the immediate future is the revival of the once-flourishing agriculture and market gardening, which



**DUTCH CABINET FORMATION was announced on June 25, 1945, when members included (left to right) Prof. P. Lieftinck (Finance); Mr. H. Vos (Industry and Commerce); Prof. W. Schermerhorn (Premier and leader of the Popular Party); Mr. H. A. M. T. van Kolfschoten (Justice); Mr. Drees (Social Affairs).** *Photo, Pictorial Press*

before the war provided an important part of the export. We, in Britain, were good customers for Dutch dairy products and vegetables. Dutch tulips were once the pride of our front gardens. This year large districts of Holland will bear little or no harvest. This grim situation may prevail for another year or two before the land is once again fit for successful cultivation. Tens of thousands of people have been already mobilized for this work. The British and Americans are assisting by giving to the Dutch army bulldozers and other equipment. Canada is sending agricultural machinery.

There is a great need for clothing and shoes. The Dutch are literally barefooted. Some 500,000 pairs of shoes have been bought in America and the Allied Supreme Command has promised to provide about three million pairs of reconditioned army boots, which may be worn by men and women alike. Belgium will supply some millions of pairs of wooden clogs. Dutch babies are without napkins. There are people who have worn the same shirt, the only one they possess, for 15 months.

### Lack of Power Mutes Radio Sets

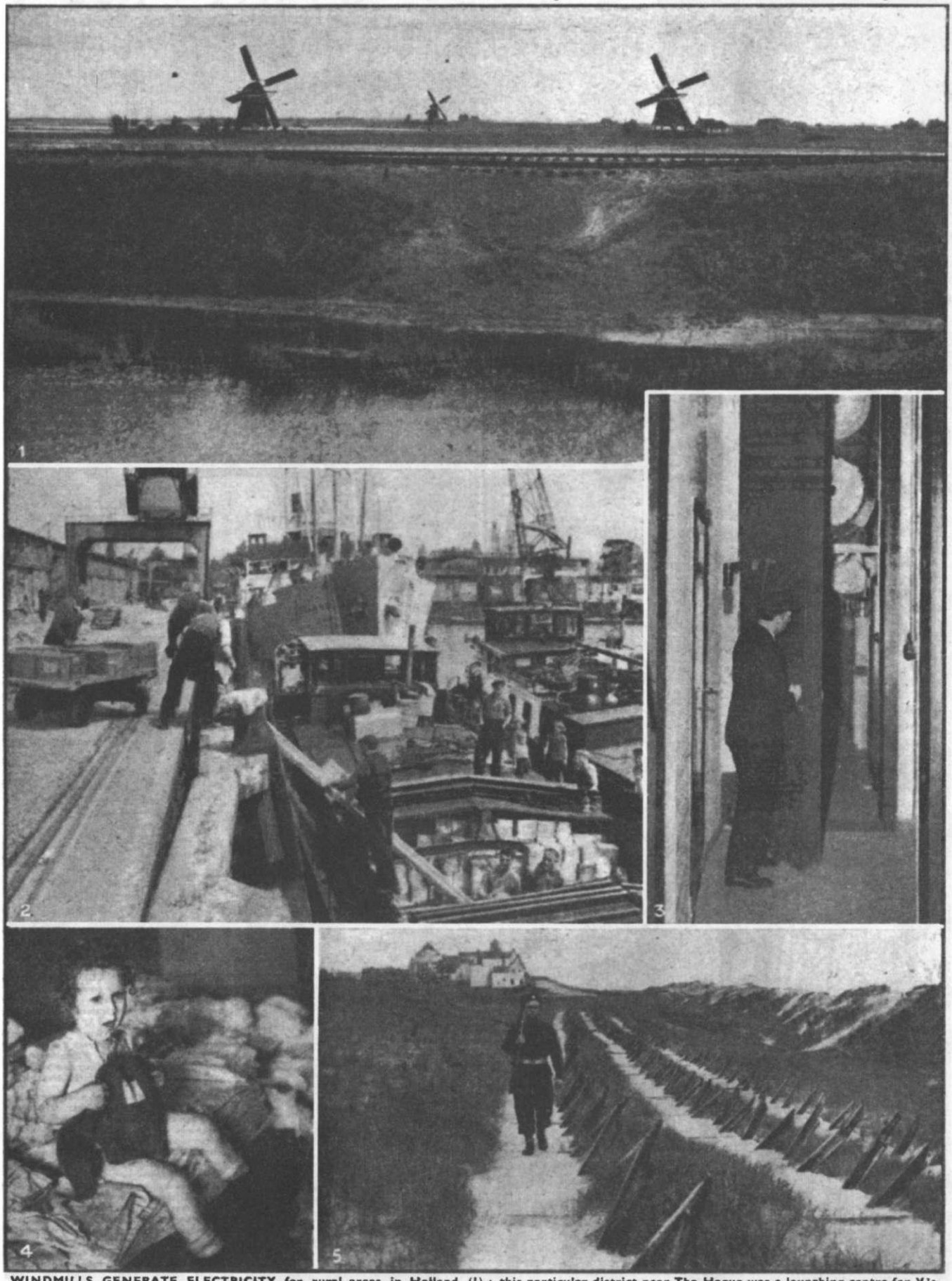
The authorities are facing staggering problems, but the Dutch, these industrious, determined, gallant people, are clenching their teeth to solve them. They hope to rebuild their lives, though the task seems sometimes too big for human power and endeavour. Much help is needed and is being given by the Allies, though it is limited because of the shortages all nations are suffering themselves. Holland will be, of course, entitled to a large share in those reparations in kind which are going to be extracted from Germany. But the progress of the negotiations about these is necessarily slow. It will be probably many months before the Allied Reparations Commission, now in session in Moscow, can commence to attend to the various claims.

Therefore, Holland is looking for help in the first instance to Britain and America. Here, apart from the shortages we have to deal with ourselves, the problem of shipping is one of the greatest handicaps. The Dutch Merchant fleet, which fought so gallantly on our side, suffered great losses. Dutch ports have been partly destroyed by the Germans. One of the piers of the Hook of Holland was blown up, causing the river mouth to silt up, the Germans stole or destroyed Rotterdam's famous elevators and cranes, all dredging equipment has been destroyed or taken to Hamburg, Kiel or Luebeck. But already thousands are working on the rebuilding of the ports and it may be hoped that Dutch shipbuilding yards will be working again before long, turning out new ships. Supply of power, however, is still the paramount problem. Rotterdam's supply of electric current was resumed only on June 27, but the ration is so small that it will do little more than light a single room for a couple of hours. Even radio sets cannot be used and a score of large towns and many great rural districts have no current at all. Now plans have been completed to "import" current from Germany by long-cable system, and in rural districts windmills are used to generate electricity. (See illus. in facing page.)

MANY Dutchmen to whom I spoke told me that Holland feels that she is indebted to the British for ever, as it was they who liberated the country under the most difficult conditions and suffered great sacrifices, as at Arnhem or on Walcheren, in an endeavour to bring rescue as quickly as possible. A pleasing token of this gratitude is the recently given promise by the Royal Netherlands Navy to provide the gardens of the Royal Naval Colleges at Dartmouth and Greenwich and the Royal Naval Barracks at Devonport, Portsmouth and Chatham, with Dutch flowers every spring in remembrance of the hospitality and friendship experienced during the war.

There is today a strong trend among many Dutch people to see their country more closely linked with Britain. Although, of course, there is no intention to limit the Netherlands' ancient independence and sovereignty, bound so intimately with the beloved Orange dynasty, many Dutchmen hope that economic and cultural bonds with Britain will be far closer than they were before the war

# —A Country Paralyzed by German Devilry




**WINDMILLS GENERATE ELECTRICITY** for rural areas in Holland (1); this particular district near The Hague was a launching centre for V1s and the crater made by one of the many misfires can be seen in the foreground. Unloading Allied food supplies for the Dutch at Rotterdam (2). Works of art were removed by German order from the Rijksmuseum, Amsterdam, to massive strong-rooms specially built at Paasloo, near Steenwijk (3). Clothes from Britain are cherished by Netherlands youngsters (4). Scheveningen (5), fashionable seaside resort, was regarded by the Nazis as a likely invasion point and was defended by them with anti-tank obstacles.



*Photos, British Official, Planet News*

# Their Majesties in the Isle of Man and Ulster

**ANCIENT TYNWALD HILL** in the Isle of Man, where every year public proclamation is made of Acts passed by the Manx Parliament, saw new history made on July 5, 1945, when for the first time a King of England directed the traditional rite. King George and Queen Elizabeth, preceded by sword-bearer, walked from St. John's Chapel (1) to the Hill.

Continuing the royal victory tour, a fortnight later, Their Majesties, accompanied this time by Princess Elizabeth, flew to Northern Ireland. After opening the new Parliament at Stormont, Belfast, on July 18, the King held an investiture in the Great Hall of the Parliament Buildings (2). On the dais behind the Queen and Princess Elizabeth were the Duke and Duchess of Abercorn; the former soon to be succeeded as Governor of Northern Ireland by Lord Granville, brother-in-law to the Queen. Seated on the city walls of Londonderry (3) happy youngsters waved Union Jacks as the royal party passed by; the King was accompanied by the Mayor and the Bishop of Derry.

*Photos, Topical, New York Times Photos*

# I Was There! Eye Witness Stories of the War

## Winged 'King's Messengers' Go Home Again

Even the pigeons are being demobilized—the 300 civilian-owned pigeons that flew from the battlefronts to Britain through barrage and storm, carrying vital messages and precious reconnaissance photographs. Adventures of these birds-of-war are here related by an Evening Standard reporter who visited their London lofts, in Piccadilly.

I HAVE just visited the war pigeons' lofts 80 ft. above the traffic, after climbing an iron staircase. There are more than 300 of these birds belonging to people all over the country. They are now on furlough and will soon be going back to their original homes. Officially the birds have no name. A ring on a leg is their only identity. Some of the best birds were engaged carrying messages from the underground fighters of France and Belgium, who came over here to collect baskets of pigeons.

One bird brought to England the depressing news that the raid on Dieppe was unsuccessful. They now call him Dieppe Blue. He is a beautiful bird of dark blue plumage. He will go back to his original home with the reputation of a hero.

Captain Caiger, in civilian life a pigeon breeder, has been in charge of the lofts at Piccadilly since the war began. He is a case of a square peg in a square hole. He pointed out Dieppe Blue to me and explained how the bird had been dropped in the Dieppe area by parachute, afterwards to be sent back home with the story of the raid.

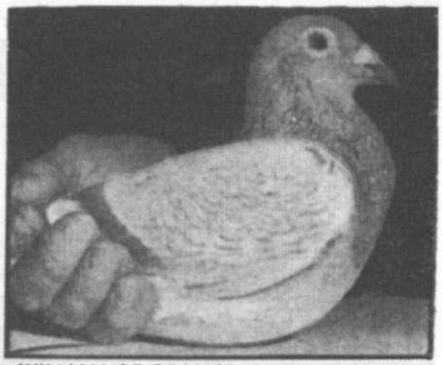
"These birds," he said, "were lent to the Government for the national pigeon service. We lost very few of them, and many of them have gone right through the war. A lot of youngsters have been hatched and they will go back to the people who loaned the pair of birds. If the owners do not want all the birds some may be given to demobilized Servicemen who would like to begin to breed pigeons."

The experience gained by these war pigeons has resulted in an increase of speed and stamina. Some of them took part in a race between Fraserburgh and London for £1,000 worth of prizes. Captain Caiger told me that they returned to London having flown the 430 miles of air-line in 10 hours, a speed of 43 miles an hour, faster than a racehorse or a greyhound.

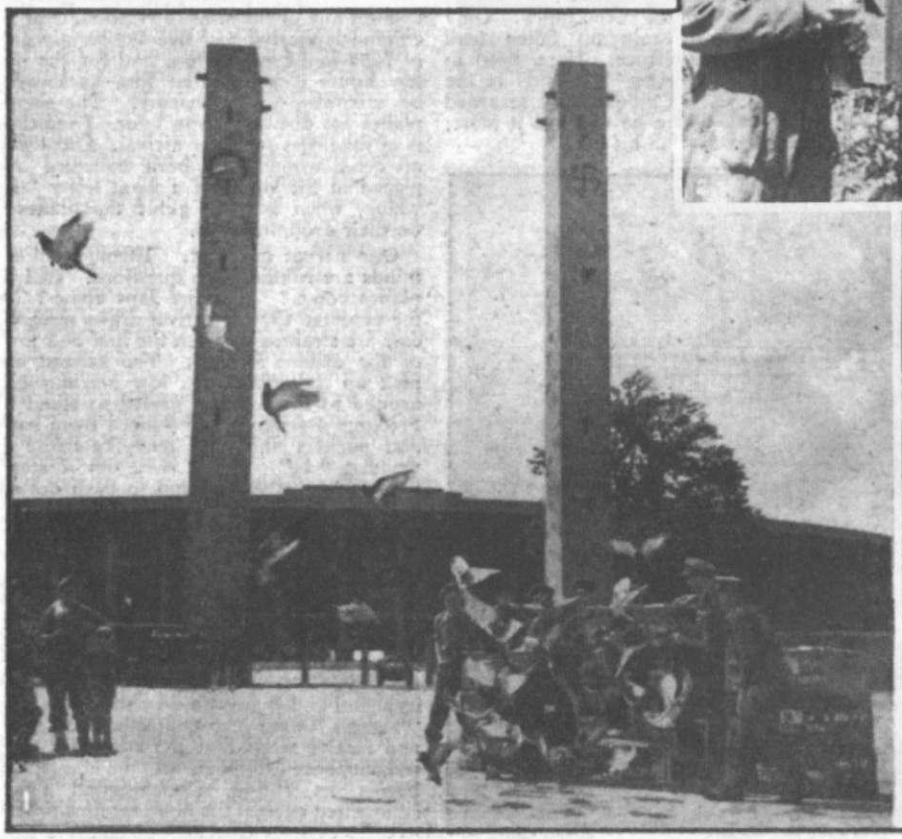
Captain Caiger, who has lofts at Bognor Regis and Tottenham, told me of a scheme which he put up to the War Office for using pigeons for blowing up enemy searchlights. "In 1943," he said, "I made the suggestion that pigeons should fly to the searchlights carrying on their backs a charge of high explosive weighing 2 oz. The authorities turned the idea down because they considered there was danger in carrying the birds by bomber. Experiments, however, were carried out."

During the war the suggestion was made that it would be useful if pigeons could be induced to call at an intermediate station to deliver their messages before flying home to their lofts in Piccadilly. This problem was overcome in a neat way. The pigeons were taken to the station on several occasions and fed there until they acquired the habit of calling at that station for food before flying home. These birds were afterwards called two-way pigeons.

Different kinds of receptacles for carrying messages were used. One large cylinder, about two inches long and an inch in diameter, was used for films. It was fixed to the pigeon's neck with elastic. Another was a small cylinder of metal, about three-quarters of an inch long and a quarter of an inch in diameter.



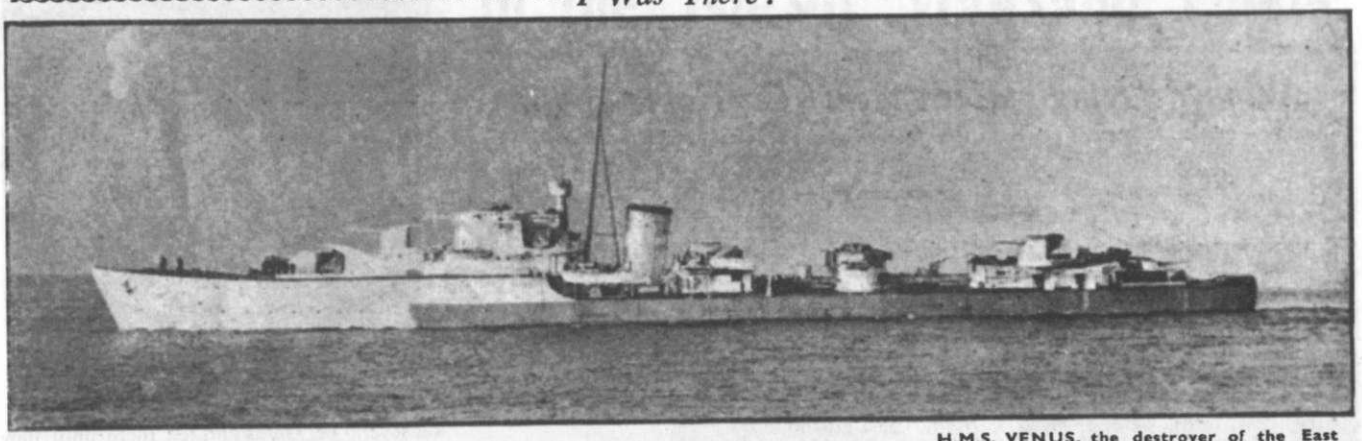
**WILLIAM OF ORANGE, dropped at Arnhem by parachute with airborne troops on Sept. 17, 1944, flew 260 miles back to Britain in just over four hours.** *Photo, Associated Press*



**ARMY PIGEONS BEING DEMOBILIZED include some who flew for 21st Army Group throughout the fighting in Europe; they are released (1) for their final flight from Berlin to Britain. Birds of the Mobile Section in portable lofts (2), which weigh two cwt. complete with 30 pigeons and can be carried by air or in a small truck. Capt. Caiger (story in this page) offers a tit-bit to one of the war pigeons wearing on its back a specially designed carrier (3).**



*Photos, 1, British Combine; 2 and 3, exclusive to* THE WAR ILLUSTRATED



H.M.S. VENUS, the destroyer of the East Indies Fleet whose notable action against a Japanese cruiser in the Malacca Straits is narrated here. *Photo, British Official*

## We Settled a Jap Cruiser in Malacca Straits

Early in the morning of May 16, 1945, a destroyer flotilla of the East Indies Fleet intercepted a Japanese cruiser in the Malacca Straits and sank her after a spirited engagement. Story of the action is told by Commander H. G. de Chair, D.S.O., R.N., of H.M.S. Venus, the destroyer which delivered the knock-out blow.

We had practised the plan many times. Luck was with us, and our plan and practice achieved success. We first made contact with the enemy shortly after midnight. It was some time later, after a dash through heavy rain squalls, that I could see the Jap cruiser from the bridge through binoculars. She was silhouetted by vivid flashes of tropical lightning.

She turned sharply to the southward to avoid the torpedoes fired by H.M.S. Saumarez, but in vain. There was a bright flash from her stern as they found their mark, and immediately we opened fire with starshell and commenced hitting her with all our guns. We then made our successful torpedo attack. Seven minutes later we received the order "Finish her off!" from Captain Power in the Saumarez. We fired our remaining torpedoes, which reached their target, and the cruiser sank almost immediately.

Searchlights from the Venus were switched on to the blazing hulk of the cruiser as she sank. A pinnace had been lowered, full of what were probably high-ranking Japanese officers. The sea was full of survivors, but owing to the likely proximity of enemy aircraft from nearby airfields it was impossible for survivors to be picked up.

*The Venus's Chief Engineer Officer, Lieut. (E.) J. W. Galer, R.N., said:*

In the dash to catch up with the cruiser, our bearings reached a temperature of over 600 degrees. At one time during the action I heard a whirring noise above the roar of the engines. Puzzled, I turned to the Engine Room Artificer on the starboard throttle and shouted through the din:

"What do you make of that peculiar noise?"

"That, sir, is a torpedo passing alongside from one of the destroyers on its way to the Jap!" he replied.

A few seconds later a second whirring denoted another "tin-fish"—passing close to the ship's side. Offering a cigarette to Chief Engine Room Artificer Perrett, I noticed that my hand was shaking.

"I think I must be getting nerves, Chief," I said.

"That's not nerves, sir—just excitement!" he replied, calmly.

## At the Receiving End of the Jungle Supplies

Of immense importance throughout the Burma campaign, airborne supplies of all kinds were nowhere so essential as in the sustaining of Wingate's Chindit operations behind the Japanese lines. How anxiously awaited food, ammunition and mail were collected by the men in the jungle is told by Cpl. L. J. Wells, specially for "The War Illustrated."

The dark, dank jungle seems charged with an air of expectancy. Only the drip of rain on fallen teak leaves disturbs the silence. Here, deep in enemy occupied country, history is in the making. Wingate's Chindits have returned to harass the Jap where he will feel it most, to quote Wingate—"in his guts."

On this night our column has no wish to meet any of the Sons of Nippon. For the column is receiving its five-day supply drop of food and ammunition, and for the next few hours it is essential that its location be unknown to the enemy. The supply planes are due in half an hour. Everything is in readiness for their arrival. Great piles of dead wood have been collected and placed in the shape of a giant letter "L" which, when lit, will guide the planes in on their dropping runs.

Our nerves are taut. Through all our minds are running two questions. Will the planes come? Will the Japs come? As the expected time of arrival draws near, our ears are strained to catch the first dull throb of the distant aircraft. The keenest ears pick up the sound. A low murmur goes around as the word is passed to stand by. Precious dry paper is produced from packs and pockets and held ready to ignite the wooden "L." The R.A.F. officer stands ready with his Aldis lamp to flash out our prearranged recognition signal to the leading Dakota plane.

Now the first plane is roaring overhead, its powerful engines making the jungle vibrate. "Light the fires!" comes the order, and almost immediately orange flames leap up, casting weird shadows across the jungle clearing. The Aldis throws out its signal and is answered by the plane. The "Signals" have also contacted the aircraft and receive word that the latter are about to commence dropping. As the first Dakota begins its run-in, slouch-hatted figures silhouetted against the marking fires prepare to collect the supplies as soon as these land; not a moment can be wasted. The quicker the column moves from the area the less likely the Jap is to find it

SUPPLIES DROPPED FROM THE AIR to the 7th Division of the 14th Army on the Arakan front, when the Division was cut off in February 1944, were eagerly collected by (among others) Private John Bache and Sergeant W. Meadows. How our jungle-fighters react to such aid is described in the accompanying story. *Photo, Indian Official*

With engines booming and exhausts red against the dark sky, the first plane comes in low over the trees. Out come the bundles : six of them, their statichutes (small parachutes) billowing behind, grey-white in the darkness. Hard on the heels of the first aircraft comes the second. Before it commences its drops, men have picked up the first containers and delivered them to the column administrative officer.

Everyone is working at top speed : R.E.s feeding the fires, infantry platoons picking up supplies, " Q "-bloke and Rear Column H.Q. sorting the stores ready for issue. Others are spotting and counting bundles as they leave the planes, watching for 'chutes that fall outside the dropping zone. If there is time these will be searched for after the remainder of the supplies have been collected,

Far out in the surrounding jungle the remainder of the infantry lie in defensive positions, on the alert for enemy patrols who know only too well that somewhere in the jungle beneath the widely circling planes are British troops receiving much-needed supplies. It is during supply drops that columns most fear attack and at these times every precaution is taken to prevent enemy action.

### Instinctive Prayer of Thanks!

There are four planes now doing a follow-my-leader act, up above in the darkness, each loaded with precious food, ammunition, maps and other vital supplies. Those of us on the ground instinctively offer a prayer of thanks for their safe arrival. As we sweat at the task of collecting the containers we cannot help but think of those in the planes above. Not so much of the pilot and crew as of the men who are employed in the important job so aptly termed " chucking out." These men are our pals from the same regiment, graded chaps who had not reached the high standard of fitness so essential for the gruelling work of long-range penetration.

Many a dirt-begrimed Chindit remarked through his beard, " You lucky people ! " as the planes flew over, for were they not soon returning to their base, with their charpoys (beds) and good grub instead of the damp earth and " K " rations ? Far be it from me, however, to belittle the work of the supply-dropping crews. Their job is an important one, and hazardous. Flying conditions over this theatre of war are seldom good and the Dakota is an easy prey for lurking Zeros.

Time and time again the mighty planes swoop over, round and around. Steadily the piles of stores grow higher, and the piles of wood beside each marking fire diminish as smoke-begrimed men stoke the flames. Excitedly the word is passed, " The mail's O.K. Number 2 Section has found it ! " The special 'chute that always holds the container of mail is one of the most important items that comes on supply drops. There is always the fear that it will be lost. Mail to jungle warriors cut off from the outside world by hundreds of miles of Jap-occupied territory is the best morale builder there can ever be. It is possible it will not be distributed for 12 or 24 hours, but we are happy in the knowledge that it is there.

At last the planes are empty, and with one last swoop over the column they turn their noses west and head for home. The jungle is silent again, except for the tramp of feet as men complete the gathering of containers and commence to draw their rations. It has been a good drop. Only a few 'chutes have been lost. Each man receives a full five days' " K " rations plus a few extras, such as fruit, onions and cigarettes. Ammunition is distributed to replace that used in a previous action. A new wireless set has arrived for the " Signals." The operators are soon making a quick examination by torch light for any defects caused through landing. A small supply of bread has come to earth in a nearby chaung (river). Fished out, it is a sodden mash ; but it will make good duff tomorrow. A mule, as if knowing what is going on, tries to voice her opinion. She will soon discover that mule fodder was among the supplies dropped.

EVERYTHING has gone smoothly; the column commander has every reason to be pleased. He decides to allow us time to brew-up before moving. At once " crash cans " (these are any large, empty tins suitable for heating water to make tea) are filled, section fires made, and with the skill born of long practice tea is soon ready. And it will have a dash of newly-arrived rum in it.

Soon, in the first grey light of dawn, a watcher would observe a ghostly column, backs bowed beneath bulging packs, move across the clearing to disappear into dense undergrowth, deeper into the jungle, deeper into enemy territory. Ghostly in appearance but hard of body, tough as nails—Wingate's wonderful Chindits !

**PLANE LAND HERE NOW was the ground-signal formed with parachutes which had brought down supplies to Wingate's Chindits. On the jungle track are men of that special force which penetrated 200 miles into Jap-held territory in Burma and was dependent on airborne food, ammunition, medical and other stores.** *Photo, Associated Press*

# OUR DIARY OF THE WAR

***JULY 18, Wednesday***
***1,319th day of War against Japan***

**Japan.**—British and U.S. warships and aircraft again struck at Yokosuka and other targets near Tokyo.

**Borneo.**—Australian troops entered town and oilfield of Samboja.

**China.**—Lt.-Gen. Stratemeyer assumed command of U.S. air forces.

***JULY 19, Thursday*** *1,320th day*

**Burma.**—Japanese broke out from Pegu Yoma Mts. in attempt to escape east.

**Borneo.**—Australians occupied town of Marudi.

***JULY 20, Friday*** *1,321st day*

**Japan.**—More than 600 Super-Forts made record attack on Choshi, Hitachi, Fukui, Okazaki and oil refinery on island of Honshu.

**Germany.**—President Truman presided over hoisting of Stars and Stripes in Berlin.

**Home Front.**—Ministry of Health empowered local authorities to requisition empty houses.

***JULY 21, Saturday*** *1,322nd day*

**Germany.**—Parade of 10,000 British troops in Berlin before Mr. Churchill.

**Pacific.**—Liberators from Aleutians bombed Matsuwa airfield, and warships bombarded coast of Paramushir, in Kurile Islands.

***JULY 22, Sunday*** *1,323rd day*

**Japan.**—Super-Forts attacked Ube coal plant on Honshu with demolition bombs ; at night U.S. destroyers penetrated Tokyo Bay and torpedoed ships.

**Borneo.**—Australian troops moved up headwaters of Balikpapan Bay and landed at Tempadeong

***JULY 23, Monday*** *1,324th day*

**France.**—Trial of Marshal Pétain on charge of treason opened in Paris.

**China.**—Shanghai area attacked by Allied aircraft.

**Japan.**—U.S. and British destroyers swept close inshore in Sagami Bay, Honshu ; carrier aircraft attacked Kure.

***JULY 24, Tuesday*** *1,325th day*

**Japan.**—British and U.S. carrier aircraft attacked Japanese navy in Kure ; Allied naval force bombarded military targets on tip of Honshu ; big force of Super-Forts hit Osaka and Nagoya.

**China.**—Airfield at Shanghai again bombed by Allied aircraft.

**Austria.**—British troops entering Graz were enthusiastically welcomed.

***JULY 25, Wednesday*** *1,326th day*

**Japan.**—British and U.S. fleet aircraft renewed attacks on Japanese warships near Kure and Kobe. Super-Fortresses bombed oil refineries at Kawasaki near Tokyo.

**Far East.**—British East Indies Fleet engaged in mine sweeping off west coast of Malay isthmus, near Puket Island.

***JULY 26, Thursday*** *1,327th day*

**Japan.**—Proclamation issued from Potsdam in name of U.S., British and Chinese Govts. gave Japan choice between unconditional surrender and " prompt and utter destruction."

**Home Front.**—Labour Party obtained large majority in General Election. Churchill resigned ; Attlee to form Govt.

***JULY 27, Friday*** *1,328th day*

**Japan.**—Warning leaflets dropped on 11 towns on list for fire-bombing by Super-Fortresses.

***JULY 28, Saturday*** *1,329th day*

**Japan.**—Carrier-aircraft again hit ports and airfields on Inland Sea.

**Germany.**—Mr. Attlee and Mr. Bevin arrived at Potsdam to resume Conference.

***JULY 29, Sunday*** *1,330th day*

**Japan.**—Six of 11 towns warned of air attacks bombed by Super-Forts. Allied fleet bombarded Hammamatsu.

**China.**—Kweilin airfield recaptured by Chinese troops.

**General.**—Eighth Army disbanded.

***JULY 30, Monday*** *1,331st day*

**Japan.**—Carrier aircraft struck at airfields near Nagoya.

***JULY 31, Tuesday*** *1,332nd day*

**Japan.**—Allied destroyers of 3rd Fleet entered Suruga Gulf, southern Honshu, and bombarded Shimizu. Super-Forts. dropped warning leaflets on 12 cities.

**France.**—Laval flew from Spain to Austria and was handed over to French.

**General.**—F.-M. Sir Harold Alexander to become Governor-General of Canada.

## ★ *Flash-backs* ★

**1941**

July 28. *Japanese troops landed in French Indo-China, following cession of bases by Vichy.*

**1942**

July 27. *Russians announced loss of Rostov and Novocherkassk.*

**1943**

July 19. *Rome marshalling yards bombed by American aircraft.*

July 22. *Palermo, capital of Sicily, captured by Allied forces.*

July 25. *Resignation of Mussolini ; Badoglio became Premier.*

**1944**

July 19. *In Italy troops of the 5th Army captured Leghorn.*

July 20. *Attempt on Hitler's life by group of Reichswehr officers. U.S. troops landed on Guam.*

July 25. *Polish National Committee formed at Kholm, Poland.*

July 27. *Russians captured Lvov.*

July 28. *U.S. troops captured Coutances. Russians took Brest-Litovsk and Przemysl.*

July 31. *Avranches and Granville entered by American armour.*

# With Our Airmen Today

**By CAPTAIN NORMAN MACMILLAN M.C., A.F.C.**

IN the south-west Pacific, General Carl Spaatz has been appointed commander of the strategic bombing force operating against Japan. Within this Command is the U.S.A. 20th Air Force, which has led the heavy bomber attack against Japan proper and is now commanded by Lt.-Gen. Nathan F. Twining; and the 8th Air Force, which was the American opposite number of R.A.F. Bomber Command, and is now transferring to the Pacific under its last commander in Europe, General J. H. Doolittle, who was reported to have reached Okinawa in July.

Not all the 8th Air Force has been transferred from Europe, but the main force redeploying to the Pacific is to be strengthened by the addition of Super-Fortress bombers. The U.S.A. 8th A.F., which possessed 300,000 personnel and about 2,400 first-line heavy bombers and 1,200 fighters, is now split into three. Its main force of heavy bombers began to leave Valley, Anglesea, and Prestwick, Scotland, to fly to the U.S.A. on May 19, and 2,118 Fortress and Liberator bombers had gone by July 9. It was a striking tribute to the efficiency of this Air Force that more than 40,000 men flew the Atlantic in this fleet with the loss of only a fractional number of aircraft. The former great adventure of the Atlantic flight has today become almost a routine journey.

SEVEN heavy bombardment groups of the 8th A.F. have been allocated for service on the continent of Europe. These have 72 aircraft each. Some fighter Groups were already on the Continent in July, but others were still in the U.K. Fighter Groups have 85 aircraft each. Altogether 4,802 U.S. aircraft had been redeployed from the U.K., France and Italy to the Pacific by July 22, 1945.

In China, Lieut.-General Stratemeyer has taken over the 14th Air Force from General Claire Chennault. General Stratemeyer was previously in command of the air forces in Burma. Now that air and land routes from Burma into China are both wide open after the defeat of the Japanese by the forces under Lord Louis Mountbatten, the U.S.A.A.F. in China is being heavily reinforced. This is possible because the earlier handicap of very limited supplies has been lifted, and a larger number of aircraft can therefore be made fully operational.

THE strengthening of Kunming, the U.S.A.A.F. main base in China, with additional material, indicates that powerful bombing operations are not far off. These should be capable of aiding an Allied landing on the China coast or of smashing the Japanese war factories in Manchuria, according to the strategic requirements. It is significant that General Chennault stated recently that Japanese air strength in Manchuria and Korea has been substantially reinforced, and it is to be expected that there will be stubborn ground and air fighting in these areas before the Japanese are defeated. This may also be a pointer to Japanese fear of Soviet pressure; for if the Soviet were to enter the war against Japan, the Japanese would of necessity have to attempt to gain control of the Russian Maritime Provinces or face the bleak prospect of bomber aircraft being based there for action against the Japanese main islands, already so heavily bombarded from the other side.

That R.A.F. heavy bombers will soon join the American heavy bombers in the assault against Japan is indicated by a series of conferences in Guam attended by Air Marshal Sir Hugh Lloyd, who gained his knighthood for his command of the air defences of Malta. The subject of his talks in Guam was the Pacific deployment of British heavy bombers.

### STRAFING the Ancestral Homeland at Will Against Feeble Opposition

July 1945 will be remembered by the Japanese as the month of increasing air attacks on the ancestral homeland. Not only did the Super-Fortress bombers maintain their devastating raids on the cities, but American and British fleets with aircraft carriers cruised up and down the east coast of Honshu, and bombed, machine-gunned, cannon-gunned and rocket-attacked at will, while the ships shelled targets with their bigger guns. From early on July 9 until late in the evening of the same day aircraft carriers of the U.S. Third Fleet assaulted the Tokyo area with more than 1,000 aircraft.

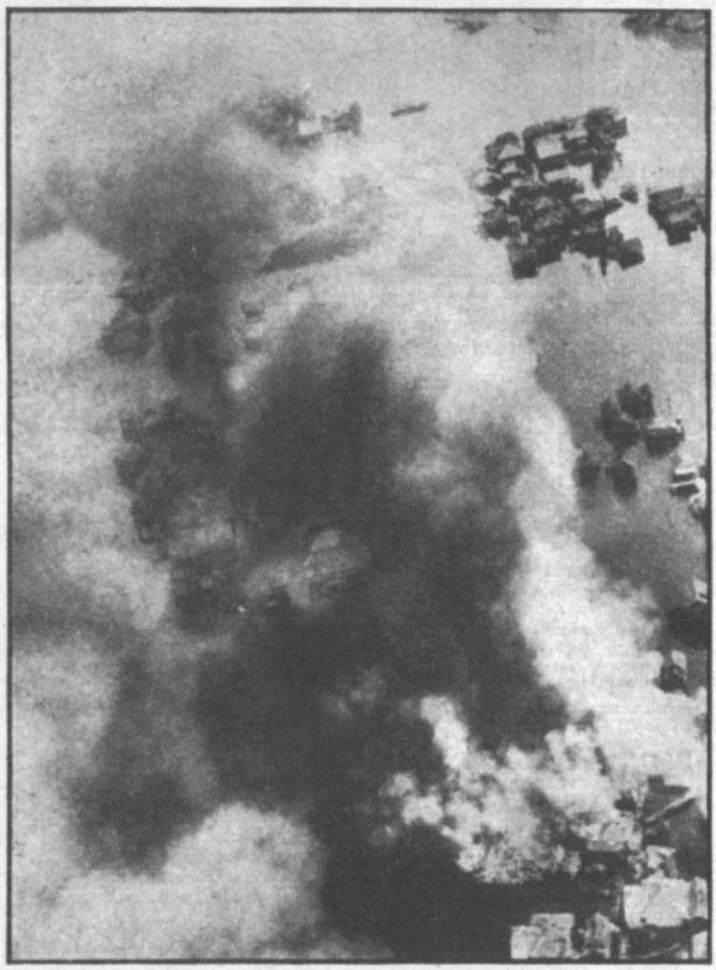
Within this zone lie operational, training and experimental airfields. Avenger, Corsair, Hellcat and Helldiver aircraft strafed the Kanto Plain against feeble opposition; 342 Japanese aircraft were destroyed or damaged and only 10 American aircraft were lost. At times 700 American aircraft were simultaneously over Tokyo. Later that week the same Fleet again appeared off Japan, this time farther north. Targets in Northern Honshu and Hokkaido were bombed and shelled, including the towns of Kamaishi and Muroran.

MEANWHILE, on the night of July 9, 550 Super-Fortresses bombed five large Japanese towns (Sendai 190 miles north of Tokyo, Gufu, Sakai, Wakayama and Yokaichi) with 3,500 tons of H.E. and incendiary bombs. On July 12 another 3,000 tons fell on the munitions-making centres of Ichinomiya, Kawasaki, Tsuruga and Uwajima. On July 17 between 450 and 500 Super-Fortress bombers, making the first attack under General Spaatz' command, dropped 2,500 tons on Oita, Hiratsuka, Kuwana and Numazu 50 miles south-west of Tokyo. Early on July 20 more than 600 Super-Fortresses flying in the biggest formation seen over Japan to that date, dropped 3,500 tons on Hitachi, Chosi, Okazaki, and Fukui, all situated around Tokyo at distances varying from 50 to 200 miles. At midnight on July 22 between 75 and 100 Super-Forts stoked up the Ube Coal Liquefaction Co.'s synthetic oil plant with 500 tons of bombs.

Throughout the second half of July, American and British fleets cruised off the eastern shores of Honshu. Aircraft from their carriers bombed and shot up targets around Tokyo almost at will, while the ships steamed under the shore guns of Tokyo Bay, shelling radar and other shore installations.

AFTER a fortnight's action, Admiral Halsey's Third Fleet claimed the destruction of 596 Japanese aircraft and 791 vessels. What is happening off Japan is exactly what has happened off every South Pacific island prior to invasion. But in the case of Nippon it may be expected to take longer than in the case of the "outpost" islands. On July 24, after a respite of six days, more than 1,000 carrier-aircraft of the Third Fleet attacked the Kure naval base area. They began to attack from dawn. At noon 600 Super-Fortresses dropped bombs weighing from 500 to 4,000 lb., by radar instruments through cloud, on five targets in the Nagoya area—the industrial areas of Kuwana and Tsu, the Aichi and Nakajima aircraft and the Toya bearing factories. Visual bombing was possible on the Sumitomo light metal plant and the Kawanishi aircraft factory at Osaka. British carrier-borne aircraft took part in these combined Navy and Army air operations.

On July 25 more than 100 Super-Forts dropped 450 tons on two oil refineries (one the biggest in Japan) and an oil storage installation, all at Kawasaki, 10 miles south of Tokyo. Lieut.-General Kenney, commanding the U.S. Far East Air Forces, stated that the Allied air forces will have 7,500 aircraft to use against Japan before any are redeployed from Europe.



**BRUNEI AFTER ATTACK BY R.A.A.F. Beaufighters and Liberators which have given invaluable support both before and during landings in British North Borneo by Australian troops. The important town of Brunei (see map in page 131) was captured by the Australian 9th Division on June 14, 1945, four days after landing.** *Photo, British Official*

# Scourges of Germany Are Ready to Strike Japan

FLYING FORTRESSES PARKED WING-TO-WING at a replacement depot near Munich in the U.S.-occupied zone of Germany wait to go East. From Okinawa on July 22, Lt.-Gen. James H. Doolittle, of the U.S. A. 8th Air Force, declared that Super-Forts of his command would be attacking Japanese targets by August. Another American air chief in Europe, Lt.-Gen. Nathan Twining (formerly of the U.S. A. 15th Air Force), was on July 24 appointed to command the 20th Air Force of Marianas-based Super-Forts.



*Photo, Associated Press*

# Editor's Postscript

THE announcement that the Air Ministry have granted to ex-officers of the W.A.A.F. permission to retain their service ranks in civilian life must have posed a question in the minds of many of my readers. After the First Great War "Captains" were two-a-penny. One met them, alas! in all sorts of queer trades, eking out precarious livings on a frayed reputation and dressed, many of them, in even more frayed attire. (J. B. Priestley immortalized the type in his early play, Cornelius.) This time, with so many of our young soldiers achieving the rank of major at twenty-one or twenty-two, they will more likely be four-a-penny. It is rather early to make a definite assertion, but I am prepared to wager that few of our young ex-officers under and including the rank of colonel will care to retain their ranks on settling down into private life. It is not as if (like the Germans) we were a military race and made soldiering a lifelong profession. We are content to take war—and warmongers—in our stride, and get on with our jobs as civilians as soon as the fighting is done with. The Air Ministry is on a perfectly safe wicket with the W.A.A.F. How many of our young women would willingly go through life with the handle "Section Officer" or (worse) "Assistant Section Officer" prefixed to their names? Even "Squadron Officer" is a mouthful—especially if you happen to have a lisp!

LONDON'S many bridges have been more remarkable for the historic associations of their predecessors than for themselves, I found myself reflecting as I strolled along the Embankment on a recent fine day. But no sooner had I begun to probe the generalization when a shaft of sunlight cut across London River, revealing in all its elegance of masonry and cambering Sir Giles Scott's new Waterloo Bridge. At that moment, as if to point the argument, I was stopped by a young U.S. officer, complete with the inevitable camera. "Can you tell me the name of that bridge?" he inquired, pointing to somewhere between Somerset House and the Savoy. I told him—the new Waterloo Bridge, I explained, which for five weary and (sometimes) despairing years of war Londoners had gone on building in the hopes of a better world to come, in assurance of ultimate victory over the powers of darkness. It was only after he had gone his way that I began to realize the full truth of the words I had spoken. For if ever there was a symbol of London's undimmed faith in her future it is Waterloo Bridge. What other city in the world would have expressed her confidence in herself so boldly, so unmistakably and at a time when her very existence seemed no more than a matter of weeks? I am afraid I am unrepentant when it comes to comparing the new bridge with the old: unrepentantly a modernist, I mean. Rennie's famous structure had a certain early 19th century grace which many professed to admire, often, I have thought, in excess of its real qualities. Apart from its weakening structure it was utterly unable to cope with modern traffic and would have been only a means of bottle-necking the Aldwych roundabout which our London-planners have long had in mind for easing congestion in the Strand and giving ampler access to Waterloo Station and the south side of the river.

A MODERN author with the familiar-sounding name of Richard Jefferies—though not, need I say, the author of Bevis or Wild Life in a Southern County—has just produced a highly stimulating book about Wood in which he makes the most vigorous plea I have yet read for the development of our home-grown resources (Entitled The Wood from the Trees, it is published by the Pilot Press at nine-and-sixpence). Forestry enthusiasts have always seemed to me somewhat cranky individuals, I must confess—grinders of axes which they would die rather than use. For that reason Mr. Jefferies' matter-of-fact outlook is all the more welcome. He is content to leave us chewing over such facts as that there are at least 2,000,000 acres in this country which could be afforestated; that Europe has still to import part of her timber from North America, even with the vast production of the U.S.S.R.; and that, with the exception of a few Crown forests, there was no such thing as State Forestry in this country before the First Great War. As Mr. Jefferies is careful to point out, forestry is a slow-yielding form of investment which often takes as long as eighty or a hundred years to produce a return of capital; which explains a lot. Two of his facts, new to me, will probably come as a surprise to most readers. Much as I have respected the inventive genius of the ancient Egyptians, I had not credited them with the manufacture of plywood over 4,000 years ago. Nor do I recall having read that Britain's first Forestry Commission was appointed in 1786 to secure the planting of sufficient oak-trees for increasing the Royal Navy—which they did to the extent of 100,000 acres.

A FRIEND in Eire sends me an unusually interesting copy of Letter from America, latest and last of the propaganda news-sheets issued and distributed free in the "distressful country" for the past three years by the American authorities in Dublin. As a parting shot it is most effective, for it contains a detailed account (with photographs) of the German plans to invade Eire, unearthed in Brussels and heavily marked "Geheim" ("Secret"). The Nazis—as we frequently found to our cost—did things thoroughly, and here is one of them. Most thorough, as might be imagined, were their analyses of Irish communications, maps of which indicated almost the veriest cart-tracks through the most desolate districts. I doubt, however, whether Mr. de Valera's more ardent supporters, who are always boasting of their country's mineral and industrial resources, while doing little or nothing to develop them, will find much to their liking in the Nazi survey. They must have been considerably dismayed, for instance, at the reflection: "Relatively little material can be expected in Ireland except building-stone and turf." One striking fact which may or may not console An Taoiseach (as "Dev" is known officially) is that the Nazis do not seem to have counted on native Irish support for their proposed invasion. Not quite so thorough—I am assured—was the Irish-German glossary compiled for use by invading units of the Wehrmacht. Some of these synonyma produced broad smiles on the even broader faces of the Gaelic speakers when retailed in the Irish capital recently. We may comfort ourselves with the thought that in Ireland few things are so destructive to a "cause" as ironical laughter.

**Rt. Hon. CLEMENT R. ATTLEE, C.H., P.C., M.P., as Leader of the Labour Party was invited by The King to form a new Government on July 26, 1945, after the defeat of Mr. Churchill's Coalition. Sixty-two years of age, educated at Haileybury and Oxford, he served in the Army throughout the First Great War, and has been Labour member for Limehouse since 1922.** **See also facing page.** *Photo, Topical*

COMMON current complaint is against the tameness of the B.B.C. news-bulletins and the newspapers in general. Certainly, the popular "National" dailies—surfeited on a five-years daily diet of screamer-headlines—have been hard put to it to sustain their readers' interest in the backwaters of European "peace." Only the General Election and reports (various) of ex-Corporal Hitler's suicide and/or immolation seem to have sustained the news-editors, though even in the latter instance public interest would appear to have drooped somewhat. Last time, as far as I recall the events immediately following the Armistice, things were different; even if they were not very different the "popular" newspapers' problem was considerably eased by the fact that they had not yet gone all-American in the matter of headlines and tabloid lay-out, were not (as Oscar Wilde remarked of Hall Caine) writing at the top of their voice. Today the only papers not finding themselves a trifle hoarse (so to say) are the more reserved, like The Times, The Glasgow Herald and The Manchester Guardian, and The Daily Telegraph, which during the war indulged in banner-headlines only with the highest of high spots.

GLITTERING plans for a complete overhaul of Britain's rolling-stock have recently appeared in the Press, with details of buffet-cars and observation-coaches in the American style. To which I can only say "Amen," for if ever anyone deserved a little luxury it is the British railway traveller who, after five years of war, had reached a state of numbness beggaring adequate description. I have, however, one reservation to make. It concerns the proposed abolition of the photographs which have long adorned our railway compartments—slightly faded pictures of watering-places, panoramas of the British countryside, aerial (and other) views of our great cities. Doubtless these offend the aesthetics of modern interior decorators, but let them be warned. These pictures, originally intended as part of the decorative scheme as well, of course, as publicity for the holiday-resorts depicted, have long since assumed a deeper significance in the minds of travellers—especially those of an earlier generation. To us they bring back thoughts of a happy past, of holidays almost forgotten—a sort of family-album nostalgia delightful to indulge in when our eyes have wearied of the newspapers, books and magazines we had planned to read *en voyage*. Who knows what memories have been recalled to elderly travellers by a railway-coach picture of the promenade at Rhyl, the beach at Grange-over-Sands, or even a distant prospect of Middlesbrough?

# In Britain Now: How the Great Count Went

**ELECTION CANDIDATES** and their agents with returning officers' staffs sworn to secrecy had a preview of the great count. Purpose of the check-up was to ensure that no soldier, sailor or airman overseas had voted twice. Mr. T. Hall, assistant to the Returning Officer at Holborn Town Hall, sealed a Forces ballot box after checking (1). Counting votes at St. Pancras, London, on July 26, 1945 (2). Mr. Churchill was elected Conservative M.P. for Woodford, Essex (a new constituency), in a straight fight with Mr. A. Hancock, who polled 10,488 votes to Mr. Churchill's 27,688 : Mr. T. Binks, the Town Clerk, held up the board carrying the figures (3) on the steps of the Woodford Borough Council offices. See also facing page, and page 223,

## NEW GOVERNMENT CHOSEN

STATE of the Parties after the polling on July 5, 1945, and subsequently, was as follows : Two results remained to be announced. Labour registered a large majority over all other parties.

| | |
|---|---|
| Conservative | 200 |
| National | 2 |
| Liberal National | 13 |
| Liberal | 1 |

The foregoing represented the Nation's vote for the Government : total, 216.

| | |
|---|---|
| Labour | 393 |
| Liberal | 11 |
| I.L.P. | 3 |
| Communist | 2 |
| Irish Nationalist | 2 |
| Common Wealth | 1 |
| Independent | 8 |

Total for the Opposition, 420.

Gains and losses, as declared on July 26, were : Labour, 215 gains, 4 losses ; Conservative, 7 gains, 183 losses ; Liberals, 3 gains, 11 losses Thirty-two members of the Caretaker Government lost their seats. Of the Labour M.P.s 119 were trade unionists, half of them under 40, and 126 had come straight from the Services. Total of votes (which, all told, represented more than 75 per cent of the electorate) registered for Mr. Churchill's Government (July 26) was 10,075,283 ; against, 14,874,951.

**BELGIAN GIRL,** one of the first 250 who volunteered for domestic work in British hospitals, and recently arrived in this country, is issued with her British Identity Card before being posted. On her right is an Interpreter.

**HOUSE OF COMMONS CHAMBER** (right), destroyed by German bombs, is to be restored in its old style, with improvements in lighting and accommodation. Clearance of thousands of tons of rubble is a preliminary.

*Photos, Planet, Fox, Topical*

# Polling Day in the Shadow of the Pyramids

**SERVING IN THE MIDDLE EAST,** men of a Royal Signals unit recorded their votes in the General Election, in July 1945, in this historic setting : their polling booth a tent. To every front line and rear base unit where British Forces are stationed ballot papers were flown by the R.A.F. Though many polling booths were of necessity improvised, arrangements for secrecy of voting received special attention. Further unconventional touches included the use, at some booths, of German ammunition containers as ballot boxes. See also pages 195, 221, 223, 255. *Photo, British Official*

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